

THE Hongkong Weekly Press

AND

China Overland Trade Report.

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BIRTH.

At Oaklands, Ravenswood Road, Bristol, England, on the 5th ult., the wife of W. CHATHAM, of a son. [1839]

MARRIAGES.

On the 3rd June, 1897, at the U.S. Consulate, Yokohama, in the presence of Hon. N. W. McIvor, U.S. Consul-General, by Rev. John L. Dearing, Mr. EDWIN TOGGARD OSBORN, of the P. M. and O. & O. S. S. Co., to Miss GRACE DARLING SHOTWELL, of San Francisco.

On the 5th June, 1897, at the Church of the Sacred Heart of Jesus, Hongkew, by the Rev. Father Louail, S.J., WILLIAM ALLANSON, of Shanghai, to ERMELA, youngest daughter of Jayme and Adelaide RANGEL.

DEATHS.

On the 8th April, at Lokoja, West Africa, REGINALD PARKINS PRYNNE, Royal Marine Light Infantry, aged 29 years. [1877]

At Kobe, on the 2nd June, GEORGIA CAMPBELL TAIT, the beloved wife of Dr. GEORGE LYON TAIT, aged 30 years.

ARRIVALS OF MAILS.

The American mail of the 20th May arrived, per P. M. steamer *China*, on the 15th June (26 days).

EPITOME OF THE WEEK.

The *Echo Macaense* states that for more than a week past there has not been a single case of plague at Macao.

The *Avenir du Tonkin* publishes a formal denial of the report that plague had made its appearance on the Tonkin frontier and in the military territory.

It is reported that the Japanese Government has under consideration a proposal to purchase the telegraph cable between Tamsui and Amoy.

A Madrid telegram of the 27th May to the *Comercio* states that the Bill by which Spain guarantees the Philippine loan has been passed.

H. E. Kung Ta-jen, the retiring Chinese Minister to the Court of St. James, arrived from England by the P. & O. steamer *Ravenna* on 11th inst. His Excellency has been in bad health for the last eighteen months.

According to a Reuter's telegram the Duke of Connaught has reviewed 500 of the Colonial Contingents quartered at Chelsea barracks. A dozen different Colonies were represented, including Hongkong and the Straits.

A Reuter's telegram states that the St. Petersburg and Moscow banks were on the 10th instant to open subscriptions for 4 per cent. bonds to the extent of fifteen million credit roubles for the East Chinese railway loan at an issue rate of 97.

The liquidator of the New Oriental Bank Corporation, Limited, states that he has disposed of the remaining assets, with the sanction of the Court, on terms which will enable him to distribute in July or August about 1s. 2d. in the pound, making in all 10s. 11d.

Mr. H. C. Wilkinson, Crown Advocate, was to leave Shanghai on the 12th June for Yokohama to replace Mr. R. A. Mowat, invalided home, as Judge of the British Court in Yokohama, Mr. H. P. Wilkinson acting as Crown Advocate at Shanghai during his father's absence.

Mr. E. L. B. Allen, H.B.M.'s Consul at Pakhoi, is under orders to proceed to Newchwang to take charge from Mr. Hosie. Mr. Hurst will take Mr. Allen's place at Pakhoi. Mr. Hosie goes to Pagoda Anchorage, Mr. H. B. Joly being transferred to Chemulpo to replace as Vice-Consul Mr. W. H. Wilkinson, who it is said goes on furlough.

The Chinese loan with which Dr. Dudgeon's name has been so liberally associated down South, has we believe fallen through, after getting through the preliminary stages. Quite another loan scheme with an English syndicate has been on the tapis simultaneously, and so far we believe it is in a healthy and thriving condition.—*Peking and Tientsin Times*.

The *N. C. Daily News* correspondent at Vladivostok writes under date the 29th ult. that the new graving dock at that port, which was begun about seven years ago, will probably be finished this month. The railroad from Vladivostok to Habarovka, 796 *versets*, is expected to be finished this autumn. Some 700 *versets*, about 420 miles, have been completed, and some 10,000 men are employed on the work.

The following telegram is published in the *Gazette*:—"Peking, 6th June, 1897. Governor, Hongkong. Ratification of Burmah agreement exchanged yesterday.—MACDONALD." According to Reuter the agreement cedes to Great Britain the state of Kokang, agrees to the opening of new trade routes, allows British subjects and their *protégés* to settle in Ssumao and Momein or Shunning-fu for the establishment of trade, and grants Great Britain a perpetual lease of a large tract south of Mamwan to be under the administration and control of Great Britain.

It was learnt from a telegram received at Shanghai on the 6th June from Kobe that the steamer *Sultan* had gone ashore, while on a voyage from Newchwang to Kobe, on one of the Miao Tao group of islands at the entrance to the Gulf of Pechili, and would probably be a total wreck. The *Sultan* left Shanghai on 24th May for Newchwang, where she loaded with beancake for Kobe. She was a steel screw steamer of 2,100 tons, built in 1893, and commanded by Capt. Rafen. She has been very unfortunate. On a former trip she grounded in the Whangpoo, and on the same voyage she got ashore above Kiukiang, where she had to remain all last winter. Having got off with the rise of the river, she received a thorough overhaul in the Old Dock, and has now been lost on her first voyage after her repair.

We mentioned a little while ago, says the *N. C. Daily News* of the 2nd June, that a movement was on foot among the ratepayers of Shanghai to present Mr. J. L. Scott, the late Chairman, with a memento of his able and unselfish services to the community. Yesterday afternoon a deputation of the subscribers to the memento, headed by Mr. E. B. Skottowe, waited on Mr. J. L. Scott and presented him with a very handsome silver bowl supported by three dragons, on a blackwood stand, and bearing the following inscription:—"Presented to Mr. J. L. Scott by Members of the Shanghai Community on the occasion of his retirement from the Chairmanship of the Municipal Council 1897." Mr. Skottowe made the presentation in a short and felicitous speech, Mr. Scott thanking the subscribers, and attributing to his fellow-councillors the success of his administration of public affairs; and after the health of Mr. and Mrs. Scott had been duly toasted, the deputation melted away.

Under the heading "For Friendship and Courtesy" the *Diario de Manila* has a paragraph, of which the *Singapore Free Press* gives the following translation:—"In the month of June next the neighbouring British Colonies will celebrate the Diamond Jubilee of their gracious and beloved Sovereign Queen Victoria. The event is of so much significance and has such a lustre that it sweeps over the dominions of the English flag and affects all the nations of Europe. Those who, like ourselves, are connected with that nation by sincere friendship, and live here in intimate touch with it, have not only the duty but the obligation of testifying to it, by our presence and our concurrence, how much we share its joy, and how we are filled with the sentiment of honour and admiration which encircles that festival. All the European fleets now in the seas of China have rendezvoused at Shanghai and propose to proceed thence to Hongkong for that solemnity. Why should not the Spanish Navy be also represented at it? And who can better than Admiral Montojo, adorned with the laurels won by him in the late severe campaign, and shining with the prestige of his able command, carry the Spanish flag to those British seas? Among friendly nations there are moral actions which are laudable, and the above is one of them. The English Colonies in the East have given to Spain, during the difficult circumstances through which she has passed, palpable proofs of sincere and frank friendship, which our Government knows how to appreciate. *No less oblige*."

THE TRADE OF HONGKONG IN 1896.

In the section of the Harbour Master's report devoted to trade we find two summarised tables, condensed from the more elaborate tables given in the appendix, showing the amount in tons of the imports from and exports to various countries having commercial connections with this colony. These tables when continued over a series of years will be of great use for the purpose of comparison and enabling definite opinions to be formed as to the extension or decline of our trade in different directions, though necessarily they show only the amount of cargo in bulk without details either as to the description of the goods or their value. In the tables in the appendix the junk trade is included under the heading of "Coast of China and Formosa," while in the summarised tables in the body of the report it is given separately, as is also the trade carried by river steamers between Canton and Macao. While the totals in the two tables agree, therefore, there is some difference in the separate items, and as this is the first year that the summarised tables have been given the appendix tables must be taken for the purposes of comparison. We give below the figures of the cargo landed and discharged in 1895 and 1896, which of course do not include the transit cargo that passed through without breaking bulk:—

CARGO DISCHARGED.

Countries whence arrived.	1895.	1896.	Increase.	Decrease.
Australia and New Zealand	21,561	43,974	22,413	...
Canada	19,932	14,691	...	5,241
British North Borneo	13,944	22,978	9,034	...
Cape of Good Hope	...	1,550	1,550	...
Coast of China and Formosa	786,615	787,020	405	...
Cochin-China	491,294	418,630	...	72,664
Continent of Europe	103,580	110,929	7,349	...
Great Britain	203,545	158,931	...	44,614
India and Singapore	172,961	260,989	88,028	...
Japan	609,472	561,128	...	48,344
Java & other islands in the Indian Archipelago	168,813	153,126	...	15,687
Macao	39,463	53,401	13,938	...
Mauritius	1,160	1,650	...	10
North & South Pacific	442	900	458	...
Philippine Islands	106,897	106,188	...	709
Ports in Hainan and Gulf of Tonquin	114,885	123,632	8,747	...
Russia in Asia	5,900	...	...	5,900
Sandwich Islands	740	3,370	2,630	...
Siam	319,136	324,990	5,854	...
South America	25	...	...	25
United States of America	178,751	145,426	...	33,325

CARGO SHIPPED.

Countries to which departed.	1895.	1896.	Increase.	Decrease.
Australia and New Zealand	35,060	39,490	4,430	...
Canada	15,645	17,247	1,602	...
British North Borneo	2,926	3,400	474	...
Cape of Good Hope	130	1,200	1,070	...
Coast of China & Formosa	1,515,472	1,499,143	...	16,329
Cochin-China	80,195	61,531	1,336	...
Continent of Europe	20,195	31,166	10,971	...
Great Britain	40,316	38,590	...	1,726
India and Singapore	320,031	282,447	...	37,584
Japan	244,200	213,387	...	30,813
Java and other islands in the Indian Archipelago	3,900	6,030	2,130	...
Macao	82,954	87,468	4,514	...
Mauritius	...	400	...	400
North and South Pacific	167	698	531	...
Philippine Islands	34,435	27,810	...	6,625
Ports in Hainan & G. of Tonquin	87,797	104,170	16,373	...
Russia in Asia	1,240	4,100	2,860	...
Sandwich Islands	1,400	1,400	...	...
Siam	25,320	26,181	861	...
South America	10,171	1,229	...	8,942
United States of America	177,674	200,439	22,765	...

The most disappointing feature in the above tables is the decline shown in the quantity of cargo imported from and shipped to Great Britain. As regards the decline in the imports from that country, there is, we fear, little doubt that the discrimination

practised against British shippers by British shipowners is to some extent responsible, but it is possible that the decline is less serious than it appears, for included in the goods received from the Continent there may be a proportion of British goods originally shipped to the Continent in order to secure the advantage of the cheaper freights from Continental ports to the Far East. The figures deserve careful consideration and digestion on the part of merchants, manufacturers, shipowners, and all others interested. They are interesting, also, as supplying roughly a means of correcting the returns issued by the Chinese Imperial Maritime Customs. Of China's total foreign trade of Tls. 333,671,415 in 1896 no less than Tls. 145,409,590, or 43 per cent., is credited to Hongkong. A footnote states that "The imports from Hongkong come 'originally from, and the exports to that 'colony are further carried on to, Great 'Britain, America, Australia, India, the 'Straits, etc., and Coast Ports of China.' There has been a tendency, we believe, to credit to Great Britain and the British possessions too large a proportion of the trade passing through Hongkong to and from China, and here the Harbour Master's figures come in useful as a corrective, for it seems that of the imports into this colony only 14.6 were from Great Britain, India, and the Colonies and of the exports only 14.3 went to those countries. Great Britain is, however, still well ahead of the Continent of Europe in the returns, the cargo imported into this colony from the former being 158,931 tons as against 110,929 tons from the latter, and the cargo shipped 38,590 tons as against 31,666 shipped to the Continent; but there seems unfortunately a tendency for British trade to fall back while that of our commercial rivals advances.

MEDICAL INSPECTION OF VESSELS.

From the proceedings of the Committee of the Chamber of Commerce at its last monthly meeting it will be seen that the question of the medical inspection of all vessels arriving in the colony is now under consideration. The Chamber has referred it to a special committee composed of gentlemen intimately acquainted with shipping matters, who will no doubt look at it both as regards its immediate bearing on ships arriving in the port and its probable effect in keeping the colony clear of infectious disease. No branch of trade can be more interested in securing the immunity of the port from infectious disease than shipping, for with an outbreak of plague, cholera, or smallpox the danger is incurred of having quarantine declared against arrivals from Hongkong at other ports. The system of medical inspection is in force in London, and the example of London may, we think, be regarded as a tolerably safe one to follow in Hongkong. England was the first country to mitigate and ultimately abandon the barbarous system of quarantine, and the system of medical inspection substituted for it is now securing recognition on the part of other countries as theoretically and practically correct. This system secures the maximum of safety to the public health with the minimum of delay, cost, and annoyance to shipping. In the case of a vessel arriving with a doctor on board and no sickness the delay would be merely nominal, as the Health Officer would accept the report of the ship's doctor, who is under legal obligation to give true particulars.

Where there is disease on board steps for landing the sick persons and disinfecting the ship if necessary are to be taken expeditiously, forty-eight hours, we believe, being the extreme limit of detention unless fresh cases break out during that period. Where no doctor is carried an inspection would have to be made by the Officer of Health, which would occupy a longer or shorter time according to the number of persons on board, but where there is no sickness the delay would not exceed an hour or two. Where sickness is discovered the delay would of course be longer according to the circumstances of the case, extending possibly though not necessarily to forty-eight hours. Annoying and costly as this delay may be to the shipowner, it is the right of the community to be protected against the introduction of contagious disease. Not many months ago more than fifty cases of cholera were landed from a single vessel in Hongkong, nothing being known of the matter until the patients were discovered on shore, and the ship's captain and officers being presumably ignorant of the nature of the disease. Such an occurrence as that ought not to be possible, and the instance mentioned seems in itself a sufficient illustration of the importance of instituting an efficient system of medical inspection. Native craft would also be subject to inspection, which in itself would be a great advantage, for though the passenger trade carried by junks is small as compared with that carried by steamers, a good many cases of disease are no doubt introduced by that channel. On the general principles of medical inspection, therefore, we think there can be little difference of opinion, but in arranging details it will be necessary to pay due regard to local circumstances. It is proposed that vessels shall be required to anchor at one of the inspecting stations and that the inspecting officers shall be on duty from 6 a.m. to 6 p.m. only. If these hours were decided upon it would mean that vessels arriving after 6 p.m. would not be able to land their passengers or communicate in any way with the shore until after 6 a.m. next day. But vessels frequently arrive after six o'clock in the evening, including mail steamers and the night boats from Canton, and it would be a public inconvenience as well as an unnecessary loss to the shipowners if communication was not allowed until next day. Another point is the delay that would be occasioned to the river steamers, for, carrying as they do, several hundred passengers, the inspection would necessarily occupy a long time, during which other vessels might be kept waiting for their turn. We do not know whether it is intended to make any special regulations with respect to the river steamers in order to reduce the delay, but in any case it is to be hoped, if a system of medical inspection is introduced, that a sufficient staff will be provided to carry it out efficiently and expeditiously. It would be mistaken economy to subject shipping to delays involving a loss in the course of the year of tens of thousands of dollars in order to save two or three thousand dollars in the salaries of the inspecting staff.

With the completion of its first volume *The Rattle*, to the great regret of a large circle of readers, notifies that it will in future not be published as a monthly, but as an occasional periodical. We hope the occasions of its appearance may be frequent, but have our fears on the point, for where the calendar can be ignored the temptation to procrastinate will be great. We have nothing but congratulations for the editors on the quality of the first volume and of the last number in particular. The illustrations are capital and the letterpress good.

MOUNTAIN BATTERIES.

It may be at once granted that there is not in the English army any unit which gives to the looker-on a more thorough feeling of satisfaction than that of a mountain battery. We have at present in the army three types of mountain batteries, viz., purely European batteries, where the gunners and drivers are all Europeans; mixed batteries, where the gunners are Europeans and the drivers natives; and, finally, purely native mountain batteries, where the whole *personnel* except the officers are natives of India. In each case the mountain guns are carried on saddles of special construction placed on mules of a strong build. In some batteries screw guns are used, in which the gun is divided near the centre into two pieces, carried on separate mules, and the pieces screwed together before bringing the guns into action. The ammunition is carried in leather ammunition cases, and these also are placed on mule back and carried with the guns even over many of the higher passes of the Himalayas. Indeed, it may well be said that a mountain battery can go anywhere and do anything. No peak seems too rugged and no declivity too steep for the sure-footed animals, and the splendid men that form the *personnel* of these batteries are quite unmatched in any other branch of the military service. Such batteries on the line of march always beat the infantry in point of speed, and when, during the course of a long and weary day over the Afghan hills the troops are dead-beat and exhausted, nothing can be so inspiring as to see the mountain batteries come swinging and jingling along, as fresh as paint after many a weary mile. In the unceasing wars that are carried on round our North-Western Indian Frontier the mountain batteries are ever on the move, and ten years in such a service will enable an officer to see more of war than a life-time in any other branch of the service.

We may at once say that for the mountain campaigns round the Indian frontier the antediluvian hand-roped draught as used by the Hongkong Volunteer Corps would be absolutely useless. It breaks down the men, and exhausted gunners wearied by mere coolie work can never be accurate layers of guns. The whole of the equipment and working-mule management of the mountain batteries is clearly defined in special regulations easily mastered and of wondrous simplicity. Mules themselves are not essential, for the Afghan mountain artillery that did such damage to us when AYUB KHAN attacked BURROWS at Maiwand were not provided with mules but carried the guns on stout *zaboos*, that is, the thick-set cob-like ponies of the Afghan land. Ponies equally valuable for this work could be found no doubt in Northern China, and it would be an interesting experiment to see a section of two guns of "Carrington's Own" so equipped. For service over Hongkong hills and Kowloon mountains a mule or pony battery would be a splendid unit, and it would be an honour and a physical test of no mean standard to be able to serve in such an organisation, for the strength required to lift the guns into their special resting place on the gun saddle is considerable, and if ever such a battery is raised in Hongkong only the most physically fit of our Volunteers could be admitted to it.

In England when a Volunteer Corps determines to organise a position battery of artillery equipped with horses it receives a special grant of £100 per annum to hire horses

for this work, and it parades with them four times each year. Fancy having the pick of Mr. KENNEDY's stable from which to choose mounts for the guns, and fancy the sigh of relief when our wearied Volunteers find themselves relieved from the pulley-hauley work they now perform! Such experiments should begin quietly, and only with a single gun, and by following closely on the Indian system. The drivers would be Chinese *mafoos*, dressed in a simple dress and practised at frequent intervals in their work. As the guns are dismounted when in action and the ponies are taken some distance to the rear no great trouble should exist in getting animals that will stand the noise of the discharges. Hongkong Volunteering is to-day a small affair, and we may well say that it is handicapped if in a trying tropical climate hands have to be used to drag guns, while at the same time on every Indian frontier post there are perfectly equipped mountain batteries which simply need to be copied—"only this and nothing more."

HONGKONG'S CONTRIBUTION TO THE POSTAL SUBSIDY.

The Committee of the Chamber of Commerce have made a strong protest against the proposed increase of this colony's contribution to the mail subsidy, and have supported it by sound argument. When the question was last discussed Lord KIMBERLEY, then Secretary of State for the colonies, fought Hongkong's battle against the Treasury Authorities with good effect, securing the reduction of the demand from £16,000 to £6,000, and we must look to Mr. CHAMBERLAIN to give us equally valuable assistance on the present occasion and arrange that the contribution shall remain at its present figure, already too high. It is for Imperial interests, not for the local interests of this colony, that the mail subsidy is granted, and we do not see any good reason why Hongkong should be called upon to pay anything at all towards it. It would be hopeless, however, to expect any remission of the burden we have hitherto patiently borne; but to increase that burden would be a gross injustice. The claim of the Lords Commissioners of Her Majesty's Treasury is that the three colonies of Ceylon, the Straits Settlements, and Hongkong should each bear half the loss resulting from the mail service on the sections in which they are respectively interested, the calculation being made on a mileage basis and the amount of each colony's correspondence. If the principle laid down be accepted the settlement of the exact figures is a mere matter of account. It is the principle itself that is objected to. France and Germany as well as Great Britain maintain mail services to the Far East, but the former makes no attempt to exact contributions to the subsidy from her colonies *en route*, and Germany has no colonies from which contributions could be exacted. Great Britain also conducts the service to places from which no contribution can be exacted and in those cases she is content to bear the cost herself. The reason the demand for a contribution is made upon the Crown Colonies is that the Treasury chests of those possessions are so extremely handy for the Chancellor of the Exchequer to make drafts upon. It appears that the number of letters chargeable to Hongkong on last year's basis is 1,066,607, whereas the number chargeable to "certain places in respect of which the cost is borne by the United Kingdom" is 2,224,633. If it pays the United Kingdom

to bear the cost of the latter, surely it would pay her also to bear the cost in respect of the correspondence with Hongkong, quite irrespective of the recovery of any local contribution. Certainly, as Lord KIMBERLEY pointed out in 1882, "it may fairly be said that the mercantile community of the United Kingdom who supply the capital for and control the operations of the commerce of these colonies have a greater interest in the correspondence than their colonial correspondents and should bear more than half the expense."

THE BURMAH CONVENTION AND THE HONGKONG FRONTIER.

The Burmah Convention, the ratifications of which were exchanged on the 5th instant, and of whose provisions Reuter has given us a brief outline, is the instrument under which the West River has been opened to trade. According to Reuter, who calls it a protocol, the agreement cedes to Great Britain the State of Kokang, provides for the opening of new trade routes, allows British subjects and their *protégés* to settle in Szumao and Momein or Shunning-fu for the establishment of trade, and grants Great Britain a perpetual lease of a large tract south of Namiwan to be under the administration and control of Great Britain. The West River is one of the new trade routes referred to. When at the time of the conclusion of the Convention it was announced in general terms that there was to be some cession of territory a vague expectation was entertained that possibly the rectification of this colony's frontiers might be included in it. It has been understood for some time past, however, that that was not the case, and that the opening of the West River constituted the sum and substance of the advantages gained for Hongkong. Whilst fully appreciating the value of that concession it is to be regretted that the opportunity of securing also a shifting back of the Kowloon boundary line was not taken advantage of, for an equally favourable opportunity is not likely to occur for a long time to come. By her wrongful cession to France of Kiang-hung China gave Great Britain a good claim for compensation. That claim has been insisted upon and assented to, the State of Kokang having been ceded by China as well as other territorial advantages on the Burmah frontier; but a claim for the small strip of territory required by this colony for the strategical adjustment of the Kowloon frontier might also very well have been included in the demand, and it is much to be regretted that this was not done.

ANTIPATHY TO FOREIGNERS IN CHINESE ENTERPRISES.

One of the strongest feelings animating the Chinese official in his opposition to all change or improvement suggested by Westerns is the fear that consumes him that the foreigner may by any chance make something out of it. The main objection to railways during the past twenty years has been, not so much the changes they may cause—though that was one great objection to them—as the haunting dread that the *fan-wei* might insist upon making them and so secure a profit and acquire an interest in Chinese territory. It is for this reason mainly that the work of railway construction has been so repeatedly deferred, money was not forthcoming, for the people will not advance capital for the officials to handle, and foreign loans could not be obtained without proper security. Indeed

CHANG CHIH-TUNG carried his objections much further. He could not bear the idea of the permanent way being constructed of foreign rails, so he erected at an enormous and ruinous cost, ironworks at Hanyang for making rails from Chinese steel, for which he had after all to import a vast amount of material and even coal to smelt it. In the result he drained the treasury of the Hukwang dry, and was still unable to supply the rails. Whether he will be able, when the line from Wuchang to Canton comes to be made, to furnish rails for that section, is more than we can predict, but we think it is, to say the least, exceedingly problematical. But all the same he has gratified his anti-foreign feeling, even if the indulgence has proved expensive.

At Shanghai a rather bad outbreak of the same feeling has just taken place. After steadily declining for many years to take the water supplied by the Shanghai Waterworks Company, Limited, for the use of the dirty native city, the Native Authorities have decided to build waterworks for themselves, and are reported by a contemporary to have selected a large piece of ground in the rear of the Arsenal battery for the purpose of erecting the necessary machinery, which has been ordered from Europe. If the machinery could by any possibility have been made of Chinese material no doubt the promoters of the enterprise would have been ready to wait a few decades for it, but there seemed no chance of this, and so the waterworks are to be made to compete with those already in existence. It will be remembered that when, some eight or ten years ago, the Waterworks Company sent to the then Taotai a sample of the purified liquid, he is reported to have gravely tasted it and then to have remarked that it was certainly very clear, but for his part he preferred water with some substance in it. That intelligent connoisseur has disappeared from the scene, but his successors are still apparently quite as loth as he to allow a foreign company the opportunity to turn an honest cash. It is stated that the direction of the new enterprise is to be under a Board consisting of Taotais YANG and TANG, the Shanghai Magistrate HUANG, and three directors of as many local charitable institutions, whose endowment funds are to be utilised for the erection of the waterworks. Evidently there is a difficulty in procuring funds for this proposed mandarin-managed company. The native capitalist is sure to fight shy of a venture so conducted, and rightly so, as experience has proved the folly of investing in any concern with which the officials are connected. The idea of appropriating charity endowments for the purpose is a brilliant one worthy of the noble SHENG. There will be no one to ask unpleasant questions in the continued absence of dividends, no one to take objection to the way of management. Meantime, we suppose the public who have their habitat in the extremely dirty Shanghai city are to be congratulated upon the prospect of obtaining water purged of the manifold contaminating substances with which it is impregnated when drawn from the river. Perhaps even the persons provided for out of the annexed charities may profit indirectly by being saved from typhoid.

Mr. J. P. Joaquim, a Singapore barrister, has been appointed an unofficial member of the Straits Legislative Council, pending the return of Mr. Burkinshaw and as a result of the departure of Mr. Napier. Mr. Joaquim some few years ago acted on the Council with much acceptance.

THE PUBLIC SERVICES AND THE PRESS.

Addressing the British Chamber of Commerce at Paris recently Sir E. MONSON, the British Ambassador, affirmed his belief that the Press really helped diplomacy, especially by compelling diplomatists to be more frank than a generation ago it was their custom to be. The recent history of British diplomacy in China affords, we think, an illustration of the correctness of the belief expressed by Sir E. MONSON. It is not unfair to assume that it was the complaints of the Press, both in China and at home, of the decadence of British influence under the regimes of the two last Ministers to Peking that stimulated Lord SALISBURY to diverge from the beaten track of routine promotion and to appoint a man like Sir CLAUDE MACDONALD to restore to our representation its former vigour. Also it may be assumed that Sir CLAUDE MACDONALD's desire to place himself *en rapport* with the British communities at the Treaty Ports and Hongkong, to make himself acquainted with their requirements and to afford explanations in reference to the course of diplomacy in its bearing upon questions of trade, is in some measure due to the same cause. It must be admitted, however, that there is a reverse to the shield. The continual harping of the British Press upon the decadence of British influence at Peking induced our confrères of the vernacular Press in Japan to believe that the decadence was due to an actual loss of national vigour, instead of to its true and simple cause, the placing of round men in square holes. The consequence was that Great Britain was referred to not only in terms of dislike—which must be taken as a matter of course in the Press of all countries—but also in terms of contempt, which in course of time might have had a mischievous influence on the national temper in Japan and led to some catastrophe. However, with the appointment of the right man to Peking the rehabilitation of British influence in the Far East has not taken long, and on a review of the whole circumstances the Press has little to reproach itself with in the matter and a good deal on which it may congratulate itself. On the general question of the influence of the Press on diplomacy, however, it may possibly be argued that the beneficence of that influence is not proved, because Russian diplomacy has a history of remarkable and almost continuous success to show although it is practically exempt from criticism at the hands of the Russian Press. That is true, but the circumstances of the two cases are radically different. The Government of Russia is autocratic, that of Great Britain democratic, and whereas under an autocratic Government the will of the sovereign and his councillors for good or for evil imposes itself directly on the officials of the country, in an enlightened democracy it is through the Press that the will of the people declares itself, and it is in proportion to its adequacy as a channel for the expression of that will that a journal achieves or falls short of individual success. If we look to other public departments for instances of the success of Press criticism the Navy at once suggests itself. It was by the urging of the Press that the Government was led to enter some years ago on a policy of naval expansion answering to the increase in the demands made upon the Navy by the expansion of the Empire. On the other side we find that the public departments recognise more fully than formerly the value of the Press as a connecting link between themselves and the public, and that

in place of the old hard and fast rule that no information was to be given to the Press by officials, public interest in the various branches of Her Majesty's Service, civil and military, is now for the most part welcomed. The change is a wholesome one and cannot fail to contribute to the efficiency and welfare of the Services.

EUROPEAN EDUCATION AT KOWLOON.

The cause of European education at Kowloon will receive a valuable stimulus from the generous donation of \$2,000 which the firm of Messrs. JOHN D. HUMPHREYS AND SON have offered to give in support of the Kowloon School as their contribution to the memorial of the Diamond Jubilee. With the growing European population on the peninsula the need of educational facilities has been increasingly felt for some years past. To meet this want steps were taken to establish a school, which was known as Kowloon College, and which, during its existence, did good work. Some fifteen hundred dollars were subscribed for the erection of a mat-shed for the accommodation of the school, but unfortunately the structure was blown away in last year's typhoon and the fifteen hundred dollars subscribed was therefore entirely lost. A house was rented for the completion of the term, but the rent in addition to the other expenses of the school proved too great a strain on the resources of the limited community to be continued, and consequently the institution was not reopened after its breaking-up in December last. In the meantime the question has been under anxious consideration by the residents, for the journey across the harbour places the schools on this side out of the reach of the younger children and is for various reasons undesirable even for the older ones. The Government has been communicated with and, recognising the justice of Kowloon's claim for educational facilities, it has promised to grant a site and spend \$8,000 on a permanent building to be used as a school, which is a more liberal offer than was made on a previous occasion. A condition of the grant, however, is that the Committee guarantee the maintenance of the teaching staff. The generous donation of Messrs. JOHN D. HUMPHREYS & SON will encourage the Committee to accept this responsibility, for it will form a substantial nucleus for an endowment fund, which will no doubt be added to from other sources. With the income from this fund and the school fees the finances of the proposed school ought to give no further cause of anxiety.

EASTERN COMPETITION WITH LANCASHIRE.

Whatever may be the effect of Eastern competition with Lancashire in the production of cotton goods in the future, it is evident that the day of that competition being seriously felt is very near at hand. The cotton mills at Shanghai are not the only ones in operation or to be erected. Others have been erected by officials or at their instigation in the towns of the Yangtze Valley and are said to be turning out highly successful. At Wusieh, near Soochow, a mill with 25,000 spindles has been erected by a native syndicate under the directorship of a retired taotai and is doing a large business, supplying the markets of Changchow, Kiangyin, and Chinkiang, and other towns in the district. The demand, however, far exceeds the supply and the pro-

prietors of the mill intend to place 15,000 spindles in a new mill now in course of erection. The owners are well satisfied with their venture, and expect dividends of 25 per cent. on their capital. If this should prove to be the case, the industry will spread rapidly, though it is not in every city that a man like YANG, the retired taotai referred to above, can be found, who, combining shrewdness with honesty, has been able to command the confidence of native capitalists. In most parts of China, the official paw is unceremoniously thrust into every pie that promises to yield any plums, and the bulk of the profits go to satisfy the cupidity of the mandarins. If the Shanghai mills prove equally profitable to those of Wusieh, there can be little doubt the Model Settlement will soon become a great manufacturing centre.

THE "DAILY PRESS" DIAMOND JUBILEE ART SUPPLEMENT.

As announced in our advertisement columns, arrangements have been made by this journal with Mr. Wellesley Parker to produce an art supplement, giving views of Hongkong in colours, surrounded by pictorial advertisements. Mr. Parker has produced similar supplements in connection with the leading Australian papers, and in that country the idea proved most acceptable to both subscribers and advertisers. From Australia Mr. Parker proceeded to India, where he made arrangements with the *Statesman* for the production of a coloured supplement illustrating Picturesque Calcutta, and so great was the demand for advertising space that instead of one a series of four sheets was filled, which is now in course of printing. Mr. Parker then came to the Far East and intends to return to India to work the other cities of that country in the next cool season. On his way to Hongkong he stayed at Singapore, where arrangements were made with the *Straits Times* for the production of supplements illustrative of Singapore and Penang. Here again the demand for advertising space so far exceeded anticipations that a series of three sheets had to be arranged for Singapore alone. Mr. Parker is now devoting his attention to Hongkong, where he has a better field than Singapore to work and his success will no doubt be proportionately greater. He will shortly wait on those interested, and we may say that he comes with a reputation which will entitle business men to feel that all promises will be faithfully carried out. The advantages to advertisers are most pronounced. In the centre of the sheet will be a magnificent panorama of Hongkong surrounded by advertising spaces in which each advertiser will have his building, exterior or interior, represented in colours by chromo-lithography, and, if he so desire, drawings of the brands and tables of his goods or the articles themselves in quaint designs. The whole will form an attractive souvenir of the colony, the artistic excellence and utility of which will entitle it to a permanent place on the walls of homes and offices. The finished sheet will be given away with one issue of the *Hongkong Daily Press* and *Hongkong Weekly Press*, in which will appear a statistical and descriptive article on the colony, including a special account of each advertiser's business. The advertiser then receives fifty of the completed sheets and article with a printed note on the margin of his sheets as follows: "Presented with the compliments of . . ." He also participates in the circulation given by all other advertisers and in the continuous sale of the sheet. Mr. Parker's idea is a distinctly good one and must commend itself to all who can appreciate the value of advertising in a new and conspicuous form.

The following scenes have been presented to the supplement and will appear surrounding the main birdseye view of Hongkong, which will be two feet long:—The new premises of the Hongkong Club, showing the same as completed, the grand entrance, and one or two interiors, by the courtesy of the Chairman; a

special photograph to be taken during the parade of the Hongkong Volunteer Corps on the 22nd inst., which Major Sir John Carrington, Commandant of the Corps, has kindly consented to present for reproduction in colours; and scenes kindly presented by Commodore Swinton Holland, A.D.C., showing H.M.S. *Victor Emmanuel*, H.M.S. *Centurion* bearing the flag of Vice-Admiral Buller, K.C.B., and H.M.S. *Undaunted*.

A VISIT TO THE PUNJOM MINES.

[BY A CORRESPONDENT.]

Recently, on my way down-river from Raub, I spent a few days at Punjom, the guest of Mr. and Mrs. Phillips, and took advantage of the opportunity to learn something of what is being done at the present time by the Punjom Mining Company. There seems to be a little confusion, and some controversy, as to the spelling of the word Punjom. The natives call the village at the mines Panggong, while the village at the Company's landing place on the River Lipis is called Penjom. For the sake of convenience, however, and in deference to the generally accepted method of the commercial community, it will be better to stick to the one spelling—"Punjom." The Punjom Mines are about four miles by a rough cart road from the landing place on the River Lipis, and about eight miles by the new Trunk Road from Kuala Lipis, whence boats go down the mainstream to the river mouth. They stand in the corner of a charming amphitheatre of hills, and around them, grouped in picturesque confusion, are the numerous cottages of the mining camp. A prettier situation it would be difficult to find. On gentle acclivities in the neighbourhood of the pits the bungalows of the European residents are built, and few are more happily placed than that of Mr. Phillips, the Mining Superintendent, and Mrs. Phillips. With them, also, resides Mr. Jolly, who is the Company's engineer and reduction officer. Near the foot of the hill on which this bungalow stands is the Police Station—the Company has its own force of Sikh police—and the offices, and farther to the right are the pits and the stampers; while the cyanide works are established on the side of an adjacent hill. The various works seem admirably placed in their relation one to the other, and the communications between them are ingenious and convenient. The area of the Punjom concession comprises one hundred square miles, of which the village of Punjom is the exact centre, and the original company was formed and operations started in the year 1884.

THE MINES.

The Jalis Mine, with its various shafts, is the head quarters of the Company's operations. Apart from the work at this mine very little other work is proceeding at the present time. Work is being pushed forward at the August shaft with very fair success. The shaft is two hundred feet deep, but sinking is going on below that, and the work is now well on its way to the next level. Quite large bodies of ore, I was told, are being left above the bottom level to be worked out later. The main lode, I was informed, cutting through a slate and porphyry formation, runs north and south, with an eastern underlay. To the west of this main ore body is a lode striking practically at right angles which, as far as present developments have shown, does not cut through the main lode to the east. This westerly lode is a very conspicuous feature of the property. It is a well-defined reef, underlying to the north, averaging from twenty to forty feet in thickness, and containing in the main paying auriferous quartz. In addition to these two main veins there are several minor spurs, apparently an offshoot, lying quite flat from the east and west lode. It was in this offshoot that there was obtained in the month of April the remarkable yield of one hundred and thirty-three ounces from only two hundred-weight of ore. That is a characteristic of the mines at Punjom. They are low grade mines, but, occasionally, very rich pockets are encountered. During April one hundred and ninety-four ounces of gold were obtained from pockets in this way. The continuity of the ore bodies has been established by several levels, one at one hundred and ten feet, and an intermediate level at one hundred and fifty feet.

Mr. Phillips showed me a magnificent specimen of rich free gold that was taken from the offshoot to which I have just referred. That specimen was to be sent to the Company's head office in Hongkong.

But there is little or no development work going on. Operations have been temporarily suspended in the leader stopes, and the ore raised is being taken from the rich shutes in the western lode. The traces of the old Chinese workings, showing to a considerable distance south of the Jalis mine, would appear to point to the advantage of exploration in that direction. During the present year a prospecting shaft has been sunk at Gobau, about five miles to the north of Jalis, with fair promise, and the work there will be pushed forward on the arrival of additional machinery. At present, headings—that is, the heaps of quartz got out and partially treated in former years by the Chinese alluvial workers—are being mixed with the ore raised to keep the stampers going. There are many thousands of tons of these headings available in the neighbourhood of the mine. The twenty-two head of stampers will crush two thousand two hundred tons of soft headings per month but of all mine quartz they can only manage about fifteen hundred tons.

THE GOLD-GETTING PROCESSES.

The processes for separating the gold from the quartz are much more numerous and elaborate than they are at Raub. Up to the present time the tailings at Raub have never been touched, but at Punjom nothing is left undone to win every possible particle of the precious metal. Here, after the ore has been crushed, and has passed in its sandy form through the screens, and the wells, and over the amalgam tables and the blanket tables, it passes into long boxes called buddles. These buddles are twenty inches deep, twenty inches wide, and eight feet long. The sand and water are continually rushing through the buddles, at each of which a Malay is stationed with a long broom, and sweeps against the current. The result is that the heavy metal lies at the top of the buddle, and the light sand flows away to the tailings pump, by which it is pumped up to the cyanide works for treatment there. When the buddles are full of the heavier matter, called concentrates, which have been deposited by the action of the brushes, they are cleaned out, and the concentrates are sent up to the calcining furnace. After being dried on top of the furnace they are calcined to get rid of impurities amenable to heat, and are then taken out and brought back again to the mill, where they are placed in Berdan pans, rotated by machinery. In these pans, which contain a quantity of quicksilver, the sand is ground exceedingly small, and flows away with the water, while the gold becomes amalgamated with the silver, and falls to the bottom of the pans. The light stuff that has flown away travels into settling tanks, and is afterwards taken up for treatment to the cyanide works, while the residuum goes into the river.

The cyanide process is an interesting one. There are six ore vats, each capable of containing twenty tons of tailings, though they are only charged to the extent of eighteen tons. A four per cent. solution of cyanide is run into these vats and dissolves a large proportion of the gold in the tailings. The solution remains in the vats for twenty-four hours, and is then run off into zinc extraction boxes. These extraction boxes are filled with fine zinc filings, and the chemical action set up precipitates the gold in the form of a black slime. The solution meanwhile has passed through the boxes, and it is pumped back again to the solution vat. In the process it has lost two per cent. of its cyanide, and must be brought up to the required strength before it is again ready for use. The precipitated slime is collected in enamelled iron tubs, and filtered, and the slime, free from water, is taken away to the smelting works. Here it is mixed with flux, which consists of a mixture of borax, carbonate of soda, and silica, and then smelted in plumbage crucibles. The flux gathers to itself all the dirt and impurities, and the bullion is left in the bottom of the crucible. The cyanide process is successful in extracting between fifty and sixty per cent. of the gold contained in the tailings.

The battery, the pumps, the rotating pans, and the saw-mill are driven by water power. The water is obtained from the Jalis River, and coming through a race, flows over a water wheel thirty feet in diameter, developing thirty-eight horse-power. About a mile up stream the river is dammed to a height of fifteen feet, for storage purposes in case of drought, and the present arrangements are capable of extensive development, should the occasion arise for extra machinery. Even now there is sufficient power obtainable, with a little rearrangement, to run a dynamo, and illuminate the works with electricity. The timber required in the various operations is floated down the Jalis and the main water race, and so direct to the saw-mill. This water power is undoubtedly a very great factor in the economical working of the Punjom Mines, and may prove of still greater use hereafter. The gold production during recent months has been of a promising character, and there is reason to believe that, if the development work is pushed forward, a good future lies before the Company. Thus in April the mill ran 29 days crushing 434 tons yielding 171 ounces of gold. Fifty tons of concentrates calcined, 49 ounces of gold, 1,700 tons of "headings" crushed yielded 212 ounces of gold. Pockets, 195 ounces of gold. Total output, 627 ounces.

THE RETURNS.

The following return shows the output of gold from Pahang for 1896 and for the first four months of 1897. The figures are given in ounces, and dwts. have been omitted for convenience of printing. The cyanide process was begun at Punjom in April of 1896. The Silencing machinery was broken down during the greater part of the first three months of 1897. Raub has 20 head of stamps, Punjom has 22 head, and Silencing has 30 head.

OUTPUT OF GOLD FROM PAHANG MINES 1896-1897.

Month.	Raub Mill Gold.	Punjom Mill Cyanide Gold.	Silencing Mill Gold.
1896.			
January	1,119	364	506
February	.....	502	377
March	1,121	655	503
April	.....	595	622
May	.....	517	287
June	1,008	601	393
July	.....	603	280
August	1,176	444	604
September	.....	654	487
October	1,912	701	307
November	.....	608	248
December	1,806	352	285
1897.			
January	.....	315	67
February	1,833	236	203
March	.....	377	289
April	2,555	625	102
	12,533	8,151	3,167
			6,393

Silencing machinery was broken down during the greater part of January, February, and March, 1897.

Punjom—Cyanide was only commenced in April, 1896. Cyanide return for September, 1896, is for August and September work.

WHAT SHOULD BE DONE.

These returns are instructive, particularly in the comparison they afford between the working at Raub and that of Punjom. It will be seen that up to the present year, or, perhaps, to be more accurate, up till the actual working of Bukit Komon at Raub, there was little to choose between the gold output of the two places. Development persistently carried on, though not yet, it is true, on a large scale, at Raub, has Bukit Komon as its most conspicuous first fruit, and the result at Raub will, no doubt, be that development work will now be proceeded with on a considerably greater scale. What development has done for Raub there is every reason to hope it would do for Punjom. But without efficient development mining operations at Punjom might just as well cease. The Punjom Company have a magnificent concession, amounting to one hundred square miles in area, and it does seem manifestly their duty to work at least some portion of it with vigour. Just previous to the somewhat encouraging output of gold reported for April there was some talk of calling for fresh capital in order to extend and enlarge the operations of the Company. But since then it seems to be considered in Hongkong that with such an output there may be no

occasion for raising additional funds. The shareholders would do well to ponder on the situation. It is perfectly certain that an output such as that reported for April, however encouraging, will not permit of development work on anything like the proper scale, much less will it earn anything for the patient holders of shares. Nothing will do but a bold forward policy. Money must be raised, and money must be spent in developing the property. Such development might not, perhaps, answer expectations, but it is reasonable to assume, in the light of such prospecting as has been done, that it would do so, for Punjom lies in the direct line of a known gold-bearing country. In any case it is idle to expect that the present policy will result in anything but disappointment. Low grade mines cannot pay under a hand-to-mouth system of development and working. It is to be hoped, therefore, that the Company will not much longer allow so excellent a property to lie to all intents and purposes fallow.

SUPREME COURT.

8th June.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON.
(CHIEF JUSTICE.)

CHINA NAVIGATION CO., LIMITED, V. THE
STEAMSHIP "NORMANDY."

The defendants moved for a dismissal of the plaintiffs' action on the ground that proceedings have already been taken in Shanghai.

Mr. J. J. Francis, Q.C. (instructed by Mr. Master) appeared for the plaintiffs and Mr. E. Robinson (instructed by Mr. J. Hastings) for the defendants.

Mr. Francis raised a preliminary objection to the motion on the ground that defendants had already entered an appearance absolute and that they had allowed such a long time to elapse before applying for the dismissal of the action.

Mr. Robinson cited various authorities to show that objections to the jurisdiction had been raised although an appearance absolute had been entered, and he contended that proceedings by a motion to dismiss was the recognised practice.

His Lordship reserved his decision.

HONGKONG CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on the 4th inst. Present: Messrs. R. M. Gray (Chairman), H. Smith (Vice-Chairman), N. J. Ede, T. Jackson, St. C. Michaelsen, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary).

The minutes of the last monthly meeting were read and confirmed.

NEW MEMBERS.

Mr. J. R. Michael and Messrs. Scheele & Co. had been elected members during the past month.

HONGKONG'S CONTRIBUTION TO THE POSTAL SUBSIDY.

The report of the Sub-Committee appointed to inquire into the above subject having been circulated and considered, a draft reply to the request made by the Government to be furnished with the Chamber's views thereon was debated and passed.

QUARANTINE REGULATIONS.

Read letter, dated 14th May, from Colonial Secretary, stating that the Local Government Board had recommended a systematic medical inspection of all vessels entering the waters of the Colony, and enclosing a copy of the new regulations made by that Board in November, 1896. Before entering at length into the scheme for medical inspection the Governor requests the opinion of the Chamber regarding the adoption locally of the sanitary regulations enforced at home, and as to what modifications, if any, the Chamber may think desirable.

It was agreed that the subject was a very important one and would require careful consideration. Meantime, to secure the opinion of those most interested, it was resolved to ask

six gentlemen intimately connected with the shipping interest—Messrs. W. Poate, C. W. Richards, A. M. Marshall, J. H. Lewis, E. S. Whealler, and J. Goosmann—to express their joint views to the General Committee of the Chamber.

PROPOSED EXTENSION SEAWARD OF THE NAVAL YARD.

In conformity with decision arrived at on the 7th ult., a letter had been addressed, on the 14th ult., to the Government, calling attention to the possible injurious effect on the fairway and on the foreshore the proposed extensive reclamation in front of the Naval Yard may have.

Read two letters in reply, dated 20th and 25th May respectively, from the Colonial Secretary, the latter enclosing a despatch from the Commodore conveying an assurance that the Chamber's representations would have the careful consideration of the Naval Authorities.

ABOLITION OF TONNAGE DUES AT MACAO.

Read letter from Colonial Secretary, dated 10th May, forwarding copy of a letter from H.B.M.'s Vice-Consul at Macao stating that by a Royal Decree of the 6th May telegraphed from Lisbon, vessels entering Macao from Hongkong, Canton, Pakhoi, Hoihow, ports on the West River, and all other Chinese ports are exempt from tonnage and other dues.

This letter was duly acknowledged on the 4th May.

LIGHT DUES.

Read letter from Liverpool Chamber of Commerce in acknowledgment of Chamber's circular letter of 28th January, which had been favourably considered by the General Trade Committee, who decided to support Hongkong and addressed a letter to Mr. Chamberlain on the subject, copy of which was enclosed.

A letter acknowledging receipt of above and thanking the Liverpool Committee for their prompt action in the matter had been despatched.

THE BOUNTY ON RAW SILK IN JAPAN.

A letter had, on the 19th May, been addressed to the Yokohama Chamber in reply to their communications announcing the passage of a Bill through the Japanese Diet, and its subsequent sanction by the Emperor, to put a bounty on silk exported direct from Japan by natives. The letter sympathised with the Yokohama Chamber and expressed a readiness to co-operate in any steps that may be taken to induce the Japanese Government to reverse their policy.

PROPOSED TAX ON IMMIGRANTS IN THE STRAITS SETTLEMENTS.

The Vice-Chairman having called attention to a Bill proposed to be introduced into the Legislative Council of the Straits Settlements to provide funds for the erection of Immigrants' Examination Depots by imposing a tax of \$1 per head on each Chinese adult landed, and a letter having been received from Messrs. Butterfield and Swire asking the Chamber's opposition to the proposed measure,

A letter was, on the 21st May, addressed to the Government of the Straits Settlements deprecating such tax as calculated to impair the freedom of the ports of that colony and as detrimental to shipping interests, and forwarded to the Colonial Secretary for transmission to Singapore.

Information has since been received to the effect that the proposed legislation has been abandoned.

PROPOSED REGISTRATION OF TRADE MARKS IN STRAITS SETTLEMENTS.

Read letter from Singapore Chamber dated 28th May thanking the Committee for the valuable information afforded in the Chamber's letter of 8th May on above subject.

QUARANTINE AT NEIGHBOURING PORTS.

Read various letters in reference to quarantine and medical inspection at Bangkok, Netherlands India ports, and Shanghai, all of which have been published.

THE OPENING OF THE WEST RIVER.

Read letter from Colonial Secretary of 3rd inst. enclosing copy of telegram received that day from British Minister, Peking, announcing the arrangements for Consular change of the new Treaty ports of the West River, at present placed under care of Mr. B. Brennan.

Letter had been acknowledged and copies sent to local Press.

OFFICIAL VOCABULARY FOR CODE
TELEGRAMS.

Read letter from Secretary, General Post Office, stating that the date for reception of code by the International Telegraph Office at Berne had been extended to 30th June.

REUTER'S POLITICAL TELEGRAMS.

Read letter from Reuter's agent, dated 13th May, announcing that, new arrangements having been made with the Telegraph Companies, subscribers will, commencing from the 11th May, be supplied with 1,250 words per month in lieu of 1,000 words as heretofore.

Acknowledgment sent on 14th May.

(Correspondence)

THE POSTAL SUBSIDY.

Hongkong Chamber of Commerce,
Hongkong, 5th June, 1897.

Sir,—With reference to your letters of the 3rd February and enclosures on the question of this Colony's contribution to the subsidy for the Eastern Mail Service (already acknowledged) and your letter of the 11th March on the same subject, I am now in a position to state the opinion of my Committee thereon.

1.—At the outset the Committee cannot repress an expression of surprise that Hongkong should again be called upon to pay a contribution so largely out of proportion to the value received, and to the means at the Colony's disposal to meet such a claim.

In official correspondence from the Colonial Office to the Treasury, the case of this colony was very fairly stated, and in a despatch dated 23rd February, 1882, Lord Kimberley said:—"The latter Colonies are so well supplied with steamship service as to be practically independent of any contract, and in the event of any future contract being entered into for the carriage of mails by steamers calling at Ceylon, the Straits Settlements, and Hongkong, these colonies may possibly not require to be included in it."

and, following up the argument, in a despatch dated the 7th December, 1882, it is set forth, in paragraph 3:—

"Lord Kimberly is ready to admit that in principle these Colonies may fairly be asked to bear a share of the cost of a mail service, provided that such share be reasonable and proportioned to the benefit derived by the colonists generally, but his Lordship feels himself obliged to point out that each of the Eastern Colonies is almost entirely inhabited and its revenue contributed by a native population making little or no use of the mail service, and that so far as its value for purposes of correspondence is concerned, this population would have no objection to dispense with it altogether. It would therefore hardly seem reasonable to ask communities so constituted to pay the large subsidies in question, amounting in Hongkong to 5 per cent. on the whole public revenue of the Colony.

"Besides the assistance which it affords to Her Majesty's Government in facilitating the administration of these dependencies and the direction of the Naval forces in the East, it may fairly be said that the mercantile community of the United Kingdom who supply the capital for and control the operations of the commerce of these Colonies have a greater interest in the correspondence than their Colonial correspondents and should bear more than half the expense."

2.—On that occasion the Secretary of State, after much well founded demur, agreed to direct the Governor of Hongkong to propose to the Legislative Council an annual contribution not exceeding £6,000, the sum still paid, but, owing to the fall in exchange, it now represents an amount in local currency of nearly \$60,000—as compared with about \$32,500 at the commencement of 1883, the date at which the contribution was decided. It will be seen, therefore, that though the sterling sum has not been increased, the local currency amount of the contribution has, in consequence of the depreciation of silver, almost doubled.

3.—The general advantages derived by the public from a regular mail service are undoubtedly great, and from a national point of view are so important as to render its maintenance essential, but that is no sound reason

why this colony should bear an undue proportion of the cost.

4.—In connection with the demand now made, it must not be forgotten that 17½ per cent. of this Colony's total revenue, including the gross revenue derived from the Post Office, is annually exacted as a contribution towards military purposes. This contribution is considerably larger than is required by the Home Government from any other Crown Colony, regard being paid to their relative gross receipts of revenue, and together with the mail subsidy—both devoted to Imperial purposes—already form a heavy tax on the inhabitants of this Colony.

5.—My Committee protest most emphatically against the basis on which this Colony's share of the subsidy is proposed to be calculated. They respectfully submit that a mileage basis is absolutely unfair and eminently inequitable to this Colony and cannot be justified by any sound argument, or, they believe, by any existing precedent. As well might the more remote countries in the Universal Postal Union be discriminated against in the rates on the ground of the distance the letters were carried. The Postal Union have eliminated all consideration of distance, and have fixed the postal rates solely according to weight, entirely disregarding the distance letters have to be carried. A half ounce letter from Hongkong is ten cents to the nearest Postal Union country, and it is no more to the most distant Postal Union country.

6.—Although the cessation of a British mail service would no doubt be viewed by the British and Foreign mercantile community with great regret, it should be borne in mind, when considering the proposed excessive cost to the Colony, that the opportunities for conveying correspondence hither are more numerous and more speedy than they were formerly.

The speed of the English Mail Service between Brindisi and India is 12.54 knots per hour as compared with 11.20 knots per hour between Suez and Shanghai, an important factor which should certainly be taken into account in calculating this Colony's contribution to the Subsidy.

Another striking circumstance is that the cost of carriage of letters by the French and the German mails is 1.72d. per ½ oz. letter, whereas by the English mail the cost is 2.12d. per ½ oz. letter. Why the British Postal Service should cost the colony of Hongkong 23 per cent. more per letter than the French and German mail services my Committee are unable to explain.

7.—Should my Committee receive further information of value bearing on this question, they will have the honour to again address His Excellency the Governor.—I have the honour to be, Sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart,
Colonial Secretary.

MEDICAL INSPECTION.

Colonial Secretary's Office, Hongkong,
14th May, 1897.

Sir,—The Secretary of State for the Colonies having directed the attention of this Government to the wide divergence existing between the practice as regards quarantine followed in certain Colonies and the principles which the Local Government Board at home regard as suitable for effective dealing with diseases, with a view to preventing their spread both on land and water, and the matter having been duly referred to the Sanitary Board for consideration, I am directed to state for the information of the Chamber of Commerce that the Board has recommended a systematic medical inspection of all vessels entering the waters of the Colony and that the intended place of destination of persons landing from an infected port or vessel should in each case be notified to the inspecting officer in the manner provided for in the regulations issued by the Local Government Board, dated 9th November, 1896, of which a copy is enclosed.

If the above recommendation of the Board is adopted, all ships entering the harbour will be required to anchor at a certain station for medical inspection by a duly authorised officer, who will be on duty at such station between

the hours of 6 a.m. and 6 p.m., and it will be in the discretion of the inspecting medical officer to release any vessel after inspection or to order her into quarantine and deal with her and her passengers in accordance with the Quarantine Regulations.

In order to avoid delay and inconvenience to shipping, it is proposed to have two inspecting stations, one at the Western and one at the Eastern extremity of the harbour, and an adequate staff of medical officers will of course have to be provided for the purpose.

Before, however, entering further into the particulars of the scheme, His Excellency the Governor would be glad to receive the opinion of the Chamber of Commerce regarding the adoption locally of the Sanitary Regulations enforced at home and as to what modifications, if any are desirable, bearing in mind the great importance of the object in view.—I have the honour to be, sir, your most obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

THE NAVAL YARD EXTENSION.

Hongkong Chamber of Commerce,
Hongkong, 14th May, 1897.

Sir,—In connection with the contemplated extension of the Naval Yard here, it has come to the knowledge of my Committee that it is proposed by the Naval authorities to carry their reclamation five hundred feet further out than the frontage of the New Praya, the eastern termination of which it will adjoin.

While hailing with satisfaction the increase of the Naval Establishment in this colony and being anxious in no way to suggest obstructions to the development of the Naval Yard, my Committee cannot but view with disquiet such an extensive reclamation, which they think will adversely affect the property westward. They fear that it will not only reduce the fairway through the man-of-war anchorage, but that it will also cause a serious siting up along the foreshore of the New Praya Reclamation.

My Committee therefore ask leave to lay their views before His Excellency the Governor, and to beg that he will take such steps as may be considered necessary in the interests of shipping and for safeguarding the foreshore of the harbour.—I have the honour to be, Sir, your most obedient servant;

R. CHATTERTON WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th May, 1897.

Sir,—I am directed to acknowledge the receipt of your letter of the 14th instant, relative to the proposed extension seawards of the Naval Yard, and to state for the information of the Chamber of Commerce that it has been referred to the Naval Authorities for consideration.—I have the honour to be, Sir, your most obedient servant.

J. H. STEWART-LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 25th May, 1897.

Sir,—Referring to my letter No. 805, of the 20th instant, I am directed to transmit for the information of the Chamber of Commerce the enclosed copy of a letter from the Commodore relative to the Naval Yard extension.—I have the honour to be, sir, your most obedient servant.

J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

"Victor Emanuel," at Hongkong
20th May, 1897.

Sir,—I have the honour to acknowledge the receipt of Your Excellency's communication of date 18th instant, enclosing a letter from the Secretary of the General Chamber of Commerce, and to assure Your Excellency that it shall be brought before the Naval Authorities for careful consideration.—I have, &c.

SWINTON C. HOLLAND,
Commodore.

THE LIGHT DUES.

The Incorporated Chamber of Commerce of
Liverpool.

Liverpool, 3rd April, 1897.

Dear Sir,—I have to acknowledge receipt of your letter of January 28th with enclosures which have been considered by the General Trade Committee of the Council, and I have pleasure in transmitting copy of letter in support of the action of your Chamber which has been sent to-day to Mr. Chamberlain.—I am, yours faithfully,

THOMAS H. BARKER,
Secretary.

The Secretary, Chamber of Commerce, Hongkong.

The Incorporated Chamber of Commerce of
Liverpool.

Liverpool, 3rd April, 1897.

The Hongkong Chamber of Commerce have sent to this Chamber copies of a petition addressed to the Governor of Hongkong by the agents and representatives of Companies and firms owning steamers trading to and in the Far East, protesting against the raising of the General Light Dues from 1 cent to 2½ cents per ton on vessels entering the port of Hongkong, and also of a letter in support thereof, addressed by that Chamber to the Governor.

The General Trade Committee of the Council have carefully considered the case, as laid before them by the Hongkong Chamber, and are of opinion that in the interests of the shipping trade frequenting the port of Hongkong the general Light Dues should not be raised; and I am respectfully to ask that your careful and favourable considerations may be given to the subject of the memorial.—I have the honour to be, Sir, your most obedient servant,

THOMAS H. BARKER,
Secretary.

Her Majesty's Principal Secretary of State for
the Colonies, London.

Hongkong Chamber of Commerce,
Hongkong, 18th May, 1897.

The Secretary, Liverpool Chamber of
Commerce.

Dear Sir,—I have to acknowledge receipt of your favour of the 3rd ult. transmitting copy of a letter addressed by the Trade Committee of of your Chamber to the Secretary of State for the Colonies in support of this Chamber's protest against the proposed permanent increase of the Light Dues at this port, to the detriment of its status as a free port.

I am instructed by my Committee to offer the cordial thanks of this Chamber to your Committee for their prompt and timely action, and to convey to them the gratifying intimation that Mr. Chamberlain has acceded to the prayer of the memorial addressed to him on the subject.—I am, dear sir, yours faithfully,

R. CHATTERTON WILCOX,
Secretary.

PROPOSED TAX ON IMMIGRANTS IN THE
STRAITS SETTLEMENTS.

Hongkong, 8th May, 1897.

The Secretary, Hongkong General Chamber
of Commerce.

Dear Sir,—We desire to draw the attention of the Chamber to a Bill to be introduced into the Singapore Legislative Council entitled "An Ordinance to provide Funds for the Building of Immigrant's Examination Depôts." It is proposed to make the owners or master of any vessel landing Chinese responsible for a tax of one dollar per head. This is a most objectionable proposal, and is being strongly opposed, we understand, by the Singapore Chamber of Commerce. It would be virtually a tax upon shipping, besides being a direct attack upon the free port status of the neighbouring colony. For these reasons, we think the subject has only to be brought to the notice of the Chamber here for a prompt and vigorous protest to be made in the proper quarter.

We send you herewith copy of the Straits Settlements Government Gazette of 15th April, 1897, from which particulars can be gathered.—We are, Dear sir, Yours faithfully,

BUTTERFIELD & SWIRE.

Hongkong General Chamber of Commerce.

Hongkong, 21st May, 1897.

Sir,—By direction of my Committee, I have the honour to hand you duplicate copies of a letter addressed to the Government of the Straits Settlements on the proposal to levy a capitation tax on immigrants for the purpose of raising funds wherewith to defray the cost of building Examination Sheds, and to ask His Excellency the Governor to kindly cause such letter to be transmitted to Singapore.—I have the honour to be, Sir, Your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart,
Colonial Secretary.

Hongkong General Chamber of Commerce,
Hongkong, 21st May.

Sir,—The attention of my Committee has been called to a Bill to be introduced in the Legislative Council of the Straits Settlements to provide funds for the erection of Immigrants' Examination Depôts, whereby it is proposed to levy a tax of one dollar on every male adult Chinese immigrant, such tax to be paid by the owner, agent, or master of the vessel by which he arrives.

I am instructed to point out that this measure, if passed into law, would be virtually a tax upon shipping; that it would deprive the ports of the Straits Settlements of their status as free ports; and that it would be an injustice to shipowners in this Colony, because a portion of the cost of the depôts will thus have to be borne by them and not by those in whose interests the sheds are to be erected.

My Committee trust, therefore, that His Excellency the Governor will reconsider the proposal to levy a capitation tax on immigrants and endeavour to find some other means, fairer in its incidence, of raising funds for the provision of the proposed examination depôts.—I have the honour to be, Sir, Your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. J. A. Swettenham, C.M.G.,
Colonial Secretary, Straits Settlements.

PROPOSED REGISTRATION OF TRADE MARKS
IN THE STRAITS SETTLEMENTS.

Chamber of Commerce,

Singapore, 21st May, 1897.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce, Hongkong.

Dear Sir,—I have to acknowledge the receipt of your letter of 8th instant on the subject of Trade Marks Registration in your colony and am directed by the Committee to thank you for the valuable information you have been good enough to afford on the various points indicated in my letter of 3rd instant.—I am, Dear Sir, Yours faithfully,

ALEX. F. GUNN,
Secretary.

OFFICIAL VOCABULARY OF CODE WORDS.

General Post Office, London,

15th April, 1897.

Sir,—With reference to my letter of the 20th January last, respecting the Official Vocabulary for Code Telegrams, I beg leave to inform you that the Director of the International Telegraph Office at Berne has consented to further extend the date for the reception of codes to the 30th of June next.—I am, Sir, Your obedient servant,

J. P. MACGREGOR.

The Secretary, Chamber of Commerce, Hongkong.

The China Gazette of the 5th June says:—The attempt to raise the Birkhall wreck has resulted somewhat similarly to that of the dredger Anding, which, as our readers are aware, after much time, labour, and money had been spent, sank and had to be partially blown up. After a number of attempts, those working on the Birkhall succeeded in raising her a few feet, but a few days ago a couple of cables parted again, causing the two pontoons to list to a side, and last night one pontoon sank. Now we have been informed that no more attempts will be made, and the work will be given up.

THE GREENOCK CHAMBER OF
COMMERCE ON THE HONG-
KONG LIGHT DUES
QUESTION.

The Secretary of the Hongkong General
Chamber of Commerce writes us as follows:—

Hongkong General Chamber of Commerce,
12th June, 1897.

Dear Sir,—Enclosed I beg to forward for publication copy of a letter just received from Greenock Chamber of Commerce on the question of Light Dues.—Yours faithfully,

R. CHATTERTON WILCOX,
Secretary.

(Enclosure.)

Chamber of Commerce, 2, Watt Place,
Greenock, 11th May, 1897.

R. C. Wilcox, Esq., Hongkong.

Dear Sir,—This Chamber have to acknowledge receipt of your favour of 28th January last, enclosing copies of the memorials presented to his Excellency the Governor by the representatives of your shipping interest, and from your Chamber to the Colonial Secretary, and they cordially approve of the protest made, and trust on reconsideration the executive Government will not impose any further charges on shipping visiting Hongkong.

The tendency of the present day is to cheapen the charges on shipping, and all the newer ports in this country have made considerable reductions with the view of encouraging owners to accept charters on most favourable conditions, knowing that these merchants will be recouped by the preference given.

Freights all over the world have within recent years suffered a considerable decline, and in many cases, including your own local traffic, the reduction, we feel satisfied, exceeds 50 per cent. This itself should cause the Government to pause before inflicting greater burdens on shipping.

As you state, the Home Government have had our light dues question under their consideration for some time, and it is expected they will very shortly reduce the charge to a rate more in accordance with the actual outlay.

It is mainly owing to the fact that your merchants and the shipping visiting your port are free from all dues, that Hongkong has gained the position it now occupies, being the principal shipping emporium of the Far East, and we feel satisfied, if your Government wish to retain that position for the port, they will either do away entirely with the charge now existing for light dues, or at the very utmost bring the revenue from this source down, and more into line with the actual expenditure. We observe that the cost of the whole light-house establishments, including maintenance and repairs, amounts to \$16,870 per annum and that the estimated revenue at 2½ cents per ton, the burden your Government propose to inflict on shipping, would realise \$113,000, showing that, after allowing an ample margin for variation in tonnage, the expenditure for maintenance and repairs would be covered by a charge of ½ cent per ton, which would yield about \$22,600.

We shall watch with interest your further efforts, and trust you will be able to get your Government to make Hongkong, not only in name, but in fact, a free port.—Yours truly,

W. HARDIE,
Secretary.

THE WUCHOW CONSULATE.

Mr. R. C. Wilcox, Secretary of the Hongkong General Chamber of Commerce, forwards for publication copy of the following letter received from H.B.M.'s Consul at Canton in reference to the opening of a Consular Office at Wuchow:—

H.B.M.'s Consulate, Canton,
12th June, 1897.

Sir,—I have the honour to inform you that Mr. J. W. Jamieson has proceeded to Wuchow for the purpose of establishing a British Consular office at that port.—I have the honour to be, sir, your obedient servant.

BYRON BRENNAN,
Consul.

The Chairman of the Hongkong Chamber of
Commerce, Hongkong.

HONGKONG TO WUCHOW DIRECT BY STEAMSHIP "WING TONG."

The steamship *Wing Tong*, commanded by Capt. C. G. Jones (Agents, Messrs. Butterfield & Swire), is the first vessel under the British flag which has taken advantage of the opening of the West River and made the trip direct from Hongkong to Wuchow via Macao and the Moto Mun channel.

Leaving Hongkong at 7 p.m. on Friday, 4th June, a fair passage was experienced as far as Macao, which place was passed at 11.30, and as from this point the channel leading into the West River is practically unknown, the captain decided to anchor and wait for daylight before proceeding further.

Saturday, 5th June.—Up anchor at daybreak, and cautiously feeling our way we at length found ourselves in the Broadway of the West River and proceeding up the Moto Mun channel, which, except for two shallowish bars, offers no difficulty to an experienced sailor in charge of a light draught boat. From this point the scenery begins to assume a striking and varied aspect. Sharp peaks in the distance, frowning rocks and low tree-capped hills, ever and anon pass before the eye, while from the snugly situated villages hidden away in the sheltered valleys the astonished natives make their appearance startled by the sound of our far-reaching steam whistle, and stand gazing, filled with delight at the gay and pleasing spectacle of the *Wing Tong* dressed in her best and resplendent with the colours of the alphabet of flags.

10 a.m. found us at the entrance to the Kong Moon creek, and here our passage was temporarily barred by an obstacle in the shape of a waspish looking steam-launch flying the Chinese Dragon and owned by the Imperial Maritime Customs. The delay, however, was not of long duration, and piloted by the above launch, the *Fu-Mens-Tsai* (whose commander having arrived the previous day had made good use of the leisure at his disposal), we proceeded to make our way up the creek, and when within about three miles of the town we dropped anchor and hailed a sampan to convey our passengers to their destination. After a delay of three hours to enable our comrades to go up to the town to make arrangements for future passengers, we once more headed up stream, closely followed by the Customs launch, making for our next port of call, Kum Chuk. This place was reached at 4.15 p.m., and there we landed several passengers. Kum Chuk is a poorly built town on the west bank of the creek of the same name. At the entrance to this creek there are some fine rapids rendering navigation dangerous. At the time when we passed the West River was running into this creek at a high rate of speed; the water swirled and gurgled over the rocks in fine style. Proceeding at 4.30 we steamed on towards Samshui, distant some 30 miles. The distant hills mark the limits of the flat delta of West River and we were rapidly approaching a country the scenery of which it would be difficult to surpass in almost any portion of the globe. Here a sharp cone-shaped crag jutting out into the river, and on the far side a shapely pagoda raised in distant ages in memory of some Mandarin of "worth" and "integrity." In the far distance the lofty peak of the celebrated "Digh-o-Shan", rearing its mist-covered heights of some 4,000 or 5,000 feet into the skies, is just fairly visible, and at 6.30 p.m. we came in sight of Campbell Island, a high precipitous rock situated in the middle of the river with a very fine nine storied Pagoda close by on the South bank.

8 p.m.—Anchored just below Ma How Likin Station, it being too dark to proceed farther.

Sunday, 6th, we were called at 4.30 a.m., but there was not sufficient daylight to proceed until 5 o'clock. Steaming at half speed we reached the mouth of the North River about 5.30 a.m. and almost at the same time the Hongkong, Canton, and Macao Steamboat *Leunghshan* (Capt. Clarke) hove in sight. We anchored in Kong Kun reach, about one mile below Ho Haw, the port for Samshui. Samshui city is distant some two miles from the river. It is surrounded by a wall, and appears absolutely wanting in life, being as far as we could see merely a collection of poorly built huts sur-

rounded by an imposing wall. Between Samshui and the River is situated an imposing nine-storied Pagoda which from its smart appearance has either been built or restored in comparatively recent years. Some three miles up the creek (leading we are told to Fatshan) lies a large, well built city called Sinam, in which place all the business of the district is carried on. Leaving our anchorage at Kong Kun we steamed up river towards Sui Hing and at 12 o'clock entered the great pass, at which point the river rushes between precipitous cliffs, being at this point not more than a few hundred yards in width. The current being very strong we were steaming barely five miles an hour against it. This pass is about five miles long and is one of the most striking features of the voyage to Wuchow. The mountains on each side are from 1,500 to 2,500 feet in height, with bold, well-defined peaks and numberless watercourses and valleys, and a fair amount of foliage pleasing to the eye. At the far end of the pass the river opens out and the wide valley of Sui Hing (the ancient capital of Kwangtung) comes into view.

In the valley behind the city some peculiar shaped peaks rise up out of the otherwise level plain. The city we passed about 1 p.m., merely stopping opposite the steps leading presumably to the main gate of the city to land the few passengers we had carried for this place.

From this point we pushed on full speed for Tak Hing, a strong current against us—barely making 7 miles an hour—the river winding in and out of the fine mountain spurs, every turn displaying some new and pleasing scene. One of the chief objects of interest is the celebrated Temple of the Mother of the Dragon—at Yuet Shing. As we passed this town it was evident that some unusual festivity was going on; guns were being fired, crackers fizzling as at New Year time, and an enormous theatre reared its palmleaf roof in close proximity to the great Joss House. Tak Hing was reached about 9 p.m. There we anchored for the night.

Monday 7th.—Once more up at 4.30 and at 5 a.m. we were under way, steering for Wuchow, now only 42 miles distant. 7 a.m. in sight of Fa Pew, a cone-shaped rock perched on the top of a lofty peak some 1,500 feet high. Taching, an important looking city on the West bank, was passed about 8 a.m. and from this point we had a straight run for nearly 30 miles, the most noticeable feature being the fine bamboo copses on the South bank, which doubtless form the resting place not only of the tiger but also of the pheasants and partridges which are said to abound in this part of the province.

10 a.m.—Fong Chuen, a walled city on the right bank of the river close to the mouth of a wide creek leading, as our pilot informed us, to the town of Koyune, a large populous city in the North. On passing this river we entered the Wuchow reach, the latter part of which presents, from a sailor's point of view, the most difficult points of navigation on the trip. The channel for about a mile of this reach is simply bristling with rocks. Fortunately at present the river is high and we were able to keep a tolerably straight course, the swirl of the water and the attendant whirlpools giving ample warning of the presence of these dangers, so that we were able to shift our helm and to pass them by on one side or the other. 11.10 a.m. arrived at Wuchow and cast anchor about 30 yards distant from the new hulks which are being built as conveniences for the West River traffic. Wuchow seems a thriving city of large populations. The business part of the town is well built and the shops are big and well furnished. The people generally are most civil and during our stay in port we were visited by crowds of the well-to-do classes, who through our comrades expressed themselves as well pleased with the accommodation available and doubtless this will prove an attraction as compared with the crowded state of the stern wheel boats and small launches which have hitherto formed the only means of communication between Wuchow and the large districts nearer the sea.

We understand the agents, Messrs. Butterfield & Swire, are arranging to carry a limited number of foreign passengers by this steamer at moderate rates, and no doubt the trip will soon become a favourite one with Hongkong residents.

THE MOUNT AUSTIN HOTEL.

The following petition to His Excellency the Governor with reference to the acquisition of the Mount Austin Hotel by the Military Authorities for the purpose of being used as barracks is in course of signature:—

MAY IT PLEASE YOUR EXCELLENCY.

1.—We, the undersigned residents in Hong-desire to address your Excellency on the subject of the acquisition of the Mount Austin Hotel by the War Department for the purposes of Barracks. We regard this purchase on the part of the War Department as a serious blow to the welfare of the European civil population residing in the colony and to the best interests of the colony itself and we would respectfully state that in opening up this matter we do so merely with the desire of securing a fuller consideration of the case from all points of view.

2.—We applaud and heartily agree with the intention of the War Department to give cool quarters to the troops, but we ask for a further consideration of the site as it appears to us that it is possible to select others more likely to secure the general comfort of the whole community.

3.—The Peak may now be said to be the summer resort of a large proportion of the European and American civil community, and it is becoming more and more the place of residence of such portion of the community throughout the entire year, and it is especially sought after as a place of residence by those who have wives and families in the colony, the cooler atmosphere being found to be very beneficial to women and children.

4.—Moreover the pressure of the Chinese population in Victoria is such that year by year the European population is being steadily pushed further up on to higher levels. Chinese have already reached the Caine Road, which ten years ago was exclusively inhabited by Europeans and Americans, and it is evident that within a comparatively short space of time the Peak will become almost the sole place of residence for the European and American population in the Colony.

5.—The area available for building sites at the Peak is extremely limited, and if, as has been rumoured, it is the intention of the Military Authorities to buy other sites between the Mount Austin Hotel and Victoria Peak for officer's quarters and for other purposes, the residential area of the civil community will be still further diminished.

6.—The loss, therefore, to the civil population of an hotel situated on one of the finest sites on the Peak and containing over seventy bed-rooms is a most serious curtailment of the residential accommodation on the high levels which is already too limited.

7.—This deprivation to the community would also be a loss to places such as Singapore, Saigon, Tonquin, Manila, Canton and other of the treaty ports of China, as the Mount Austin Hotel is much used as a health resort by Europeans from those places, who are attracted to this colony by its existence.

8.—The Peak, as it exists at present, is the outcome of many years of enterprise and hard work on the part of the civil population, who have developed it, alone and unaided, at immense trouble and expense for the purpose of enjoying quietly, after the toils of the day are over, private and family life.

9.—It is the only place where such a condition is possible, and we submit with all due respect that no sufficient reason exists for the introduction of barracks into the very midst of what is the most popular residential quarter of the colony.

10.—We would also beg leave to point out that, whereas the average stay of a Regiment here is something under three years, the ordinary members of the civil community are frequently obliged to remain from twenty-five to thirty years, and in many cases a lifetime.

11.—We specially draw notice to the fact that for some years past no new houses have been allowed to be constructed in the Pok-fu-lum water shed area, and we submit that it is most undesirable that the settlement of 400 men just above the reservoir should be contemplated.

12.—Whatever rules and regulations may be laid down, it seems highly probable that a considerable amount of insanitary matter will find

its way into the reservoir, as for many months in the year the troops will naturally roam over the hills and valleys adjoining for both exercise and recreation.

13.—Such a danger does not, we submit, exist in the case of the present hotel, the residents of which are much fewer than the number of troops which it is proposed to quarter there, and are most of them engaged daily below in the pursuit of their various avocations.

14.—If barracks, as is rumoured, are also to be constructed at High West, the danger we refer to will be further augmented.

15.—In this connection it should be borne in mind that for Hill Residents and many who live to the West in Hongkong, the Pok-fo-lum reservoir forms their only water supply.

16.—We would therefore respectfully urge that all possible risk of contamination to our water supply should be avoided.

17.—As regards the Mount Austin Hotel, as there is only one narrow road with the very steep gradient of about one in three leading to it, it will be arduous for soldiers to find their way up from the lower level of Victoria on foot, and in the event of bodies of men being transported by the tram cars (which can only legally carry 40 passengers at a time) the dislocation of the ordinary traffic will be a serious inconvenience to all ordinary passengers, who will thereby be deprived of the car service.

18.—We would also respectfully urge that the narrowness of the existing roads at the Peak does not lend itself to the free movement of even moderately large bodies of troops without causing much inconvenience to the ordinary passengers.

19.—Sites, if not quite at such an altitude but equally good apparently from a strategic point of view, and more conveniently situated for the purposes of exercise and recreation on the part of the soldiers can be found along the chain of hills to the eastward.

20.—Mount Cameron, Caroline Hill, and the slopes above Causeway Bay appear very suitable sites for barracks.

21.—We would submit that the sites above suggested are more central, more easy of access, and that they are within easy reach of the Happy Valley and Causeway Bay, the only open spaces large enough for military exercises in the Colony.

22.—The time has surely now come for the Imperial Government to formulate such a comprehensive scheme as will give adequate accommodation to the troops on this station, and this can be easily obtained in the localities already referred to, which are sufficiently high up to be cool and salubrious.

23.—On the one hand it is a comparatively simple matter for the Military Authorities, who have large means at their disposal and an almost unlimited choice of sites, to open up a new district. On the other hand it is a very difficult, slow and expensive process for civilians, who move one by one, to develop a new locality, and if a section of the community is driven below by the Military occupation of a place of large public resort at the Peak, an undesirable check will be placed upon the development and progress of the high level life of the Colony.

24. In conclusion we would point out that the loss of the hotel entails a considerable loss of public income, as the taxes on the property, amounting to several thousands of dollars per annum, will be lost to the Colonial revenue. We would also beg leave to most respectfully urge that inasmuch as the ratepayers of this Colony have been called upon to contribute one-third of the cost of the expenditure of the Military Authorities upon barracks, some consideration should fairly and reasonably be shown to the wishes and appeal of the civil portion of the community.

25.—We therefore pray Your Excellency to intervene in our behalf with the War Department and to lay before the Military Authorities the objections which we have sketched above against the conversion of the Mount Austin Hotel into barracks, and to ask them whether they would be willing to sell the building to a public company which would continue to manage it as an hotel; and if so to give a respite of one month to the Colonists wherein to endeavour to raise the capital necessary for such purchase.

THE DIAMOND JUBILEE CELEBRATIONS.

OFFICIAL PROGRAMME.

The official programme to be carried through during the Diamond Jubilee Festival has now been printed. It differs in no material degree from the programme first drafted, but there are several explanatory points which were communicated to the Press yesterday by the Hon. J. H. Stewart Lockhart, Hon. Secretary, which are important as well as interesting to the general public. The first event takes place on Sunday next, when the Committee meet in the Council Chamber at 10.45 a.m. and, in company with His Excellency the Governor, His Excellency Major-General Black, Sir John Carrington, the members of the Executive Council, the Puisne Judge, and the members of the Legislative Council, repair in a body to St. John's Cathedral. The commemoration service will be of course a special one, and the prayers are to be those used at the commemoration service in 1887. As the Rev. R. F. Cobbold has pointed out, it is to be regretted that the prayers specially written to be used in the English churches on this occasion will not arrive here in time, although we noticed that when the last mail left England the prayers could be obtained from the printers, so it is possible there has been some unavoidable delay in obtaining copies for Hongkong. A plan will shortly be drawn up showing how the various seats are to be apportioned for this service, such a course being rendered necessary in consequence of the great demand there will be for seats.

After the commemoration service nothing will be done until Tuesday, the 22nd inst., when the general rejoicings will commence. The first event is a meeting of the Executive and Legislative Councils at 10 a.m. for the purpose of sending a congratulatory message to the Queen. A reception will be held by H.E. the Governor at Government House at eleven o'clock, when the public address to the Queen and an address from the Masonic Lodges of Hongkong will be presented to His Excellency, who will also be asked to accept a tablet from the Chinese to be hung in Government House as a memorial of the occasion. It is also intended, we understand, to present the Colonial Secretary and Registrar-General with a tablet to be placed in the Registrar-General's Office. It will be remembered by many residents that in 1887 similar presentations took place and it is a gratifying feature that the Chinese have decided to repeat the ceremony in honour of the Diamond Jubilee.

The grand review at the Happy Valley of the naval and military forces will be held at 5.40 p.m. and as His Excellency the Governor is always punctual to the minute we strongly advise everybody to be on the ground in good time. During the past few days special arrangements have been in progress at the Happy Valley for what will undoubtedly be a magnificent spectacle. The ditch which divides the race-course from the playing portion of the valley has been for a considerable distance covered over and palings have been taken down so as to permit of the march past taking place on the race-course and training course. The advantage of this arrangement is obvious. The troops will pass immediately in front and in full view of the spectators, whereas if the alterations had not been made the whole of the men would have been confined to the inner circle of the valley and a long distance from the spectators. Excellent provision has been made for the general public, who can gain entrance to the enclosure by tickets which can be obtained from the hon. Secretary. The various Consuls are of course to receive special invitations to witness the review, while, as will be seen from our advertisement columns, ladies are cordially invited to the enclosure. The provision for sightseers will be on a very large scale. The grand stand is to be occupied by the choir of residents who are to take part in the open air musical performance, particulars of which we have already published. His Excellency the Governor and his staff and the Committee will occupy a reserved space in front of the grand stand, while for the general public two large stands, capable of holding 1,500 persons, have been erected on either side of the grand stand, the seats being in tiers, so that everyone will be able to gain a view of the whole proceedings.

The Jockey Club stands will all be utilized for the great occasion. One has been taken by the Hongkong Club, one by the German Club, a third by Messrs. Madar and Farmer, who will provide refreshments for the general public, others will be occupied by private individuals who will extend hospitality to their friends, while the remainder will be taken up by the Jockey Club. Nor have the children been forgotten. They and their amahs will have the stewards' stand all to themselves and they will be regaled with ginger beer, sweets, and other good things to be provided by the thoughtful Committee. We might also mention here that a portion of the stand nearest the entrance to the ground will be reserved exclusively for about 400 Chinese. Perhaps all the various stands will not be quite sufficient to permit of the whole of the subscribers using them, but there will be abundance of room in the enclosure for those who cannot gain admission to the stands.

It is expected that the grand review and the musical performance will conclude at 7.15 p.m., so very little time will remain before the commencement of the next item in the programme, which is fixed for 9 o'clock. This is the display of fireworks and illuminations, including a procession of illuminated boats and launches, the last named of which is being supervised by Hon. H. E. Wodehouse, who has already furnished numerous details. Judging from the preparations now being made in various parts of the town it is apparent that the illuminations will be on a magnificent scale, while the fireworks, given fine weather, will also be a tremendous attraction. The Chinese will have a fireworks display near a flower show to be held in a mat-shed at West Point, and there will also be a grand display from lighters in the centre of the harbour. We might also mention that the new Hongkong Club will be temporarily opened on this night for the convenience of members and their friends, and the Commodore and officers will also extend hospitality to numerous guests who will witness the spectacle from the *Victor Emanuel*.

The first ceremony on Wednesday is the laying of the foundation stone of the Victoria Hospital for Women and Children by His Excellency the Governor at 10 a.m. Excellent arrangements have been made for the general public. A mat-shed has been erected in the immediate neighbourhood of the nurses' quarters at the hospital. The Hon. C. P. Chater, the Chairman of the Committee, will present the Governor with a trowel specially made for the occasion and ask him to perform the ceremony of laying the stone. After the stone has been well and truly laid the subscribers to the Jubilee Fund will embark on board the steamer *Heungshan*, which has been kindly lent by the Hongkong, Canton, and Macao Steamboat Company, and sail down to West Point, where His Excellency the Governor will lay the stone to commemorate the commencement of the Victoria Road. His Excellency and the Committee will land from the steamer at a specially constructed bamboo jetty, and the interesting ceremony will be witnessed by the public from the *Heungshan*. It is hoped that all subscribers will avail themselves of this steamer, for which no tickets are required. The Chairman of the Committee will also present His Excellency with a trowel on this occasion. The return journey will be made in time to allow of subscribers being present at the start of the gymkhana meeting at the Happy Valley, which is fixed for four o'clock. The alterations made to the ground for the review will have entirely disappeared at this meeting and the course will assume its wonted aspect. The many stands will be thrown open by various sporting gentlemen for the accommodation of their friends. Ladies are particularly invited to attend the gymkhana.

At 9 o'clock at night the display of illuminations and fireworks will be repeated.

During both days there will be an exhibition of Chinese curios at the City Hall from 10 a.m. to 6 p.m. and this is sure to be a source of great interest. The arrangements for the exhibition are in the hands of Mr. Fung Wa Chuen and the curios will include a very rare collection lent by Hon. C. P. Chater.

The Chinese Flower show at West Point, which will be open during the two days, also promises to be a great success. The arrangements for this special attraction are being managed by Mr. Ip Oi-shan.

The sailors and the soldiers have not been overlooked in the arrangements. The Committee have, in conjunction with the naval and military authorities, taken steps whereby the sailors will be cordially invited to entertainments afloat and the soldiers to entertainments ashore and it can be safely said that the two services will royally enjoy the themselves. This arrangement was come to after consultation with the various officials and the men, as the whole of them would have been entertained ashore if there had been a building in the colony of sufficient size to accommodate all.

The Police Force will also be invited to a special entertainment and the Committee are now in communication with the Captain Superintendent of Police on the subject.

The following is a list of charitable institutions at which special entertainments will be provided for the inmates:—Asile de la Ste. Enfance, Italian Convent, Baxter Memorial School, Victoria Home and Orphanage, Berlin Foundling School, and The Po Leung Kuk.

The question of conveyance to the Happy Valley on the occasion of the naval and military review and the Gymkhana presents some rather serious difficulties. There are five hundred licensed rickshas in the colony and there will probably be five thousand people present on these occasions who will want to get to the ground in a manner more convenient than by walking. Residents who were here in 1891 will doubtless well remember the great difficulty there was in obtaining rickshas on the occasion of the Colonial Jubilee. Vehicles could not be hired by hundreds of people for love or money and it is certain that nobody will want to walk nearly two miles with the thermometer standing at about 90 degrees. The problem how to get to the Happy Valley in comfort will be a serious one to face. Launches, we suppose, will not be available on account of the procession, while it is certain that five hundred rickshas cannot carry five thousand people to the Happy Valley; to do it each ricksha would have to go backwards and forwards ten times and such a task is impossible within an hour.

As probably many people would like to have the programme in a compact form we give it below as it has been printed:—

SUNDAY, 20TH JUNE.

10.45 a.m.—Committee to meet in the Council Chamber and in company with H.E. the Governor, H.E. the Major-General Commanding, His Honour the Chief Justice, the Commodore, the Members of the Executive Council, His Honour the Puisne Judge, and the Members of the Legislative Council to repair in a body to the Cathedral.

TUESDAY 22ND JUNE.

10 a.m.—Meeting of the Executive and Legislative Councils for the purpose of sending a congratulatory message to Her Most Gracious Majesty the Queen.

11 a.m.—Reception at Government House. Presentation of Addresses.

5.40 p.m.—General Review at the Happy Valley of the Naval and Military Forces to be followed by an open air musical performance concluding with "God Save the Queen" by the whole assembly.

9 p.m.—Fireworks and General Illuminations, including a procession of illuminated boats and launches.

10 a.m. to 6 p.m.—Exhibition of Chinese Curios at the City Hall.

Chinese Flower Show at West } throughout Point. } the day.

WEDNESDAY, 23RD JUNE.

10 a.m.—Foundation stone of the Victoria Hospital for Women and Children to be laid by H. E. the Governor.

11 a.m.—Subscribers to the Jubilee Fund invited to embark on board the S.S. *Heung-shan* (kindly lent by the Hongkong, Canton and Macao Steamboat Company) from the Hongkong and Kowloon Wharf and Godown Company's Wharf at West Point to be present at the laying, by H. E. the Governor, of the stone to commemorate the commencement of the Victoria Road, returning at

1.15 p.m. to Messrs. Butterfield and Swire's Canton steamer wharf.

4 p.m.—Jubilee Gymkhana at the Happy Valley.

9 p.m.—Illuminations and Fireworks.

10 a.m. to 6 p.m.—Exhibition of Chinese Curios at the City Hall.

Chinese Flower Show at West } throughout Point. } the day.

J. H. STEWART LOCKHART,
Hon. Secretary.

DIAMOND JUBILEE SUBSCRIPTIONS.

The Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz:—

Already acknowledged	\$51,987.92
Chartered Bank of India, Australia & China	700
Commodore Holland and Officers of Her Majesty's ships and Naval Establishments at Hongkong	300
Occidental & Oriental S. S. Co.	250
Pacific Mail S. S. Co.	250
Estate of the late D. Musso	250
Hon. F. H. May, C.M.G.	150
Hongkong Police Force	157.77
H. L. Denays	100
Foreign members of the Kowloon Customs	100
Dr. Noble	100
Hon. T. H. Whitehead	100
Daily Driver	100
No. 1 (Sikh) Double Company Hongkong Royal Artillery	85.85
Officers, Non-Commissioned Officers and men of No. 35 Co. S. D. Royal Artillery (specially subscribed for the Hospital for Women & Children)	74.30
Mr. & Mrs. F. Dodwell	50
J. S. Van Buren	50
D. E. Brown	50
M. B. Polishwalla	50
Jordan & Joseph	50
A. Fackera	50
G. H. Wheeler	50
C. L. Gorham	50
Hughes & Hough	50
East Point Dairy Farm Co.	50
E. Bowdler	30
L. Mallory	25
Capt. Tillet	25
Philip Cameron	25
J. R. Michael	25
W. Danby	25
W. Lysaught	20
J. F. Boulton	20
W. H. Wickham	20
C. F. Harton	20
Staff Praya Reclamation Works	18
C. Klinck	15
12th Co. S. D. Royal Artillery	15
Chas. V. Lloyd	15
Thomas A. Lloyd	15
P. Bohm	15
W. Krater, Rose, Shamrock and Thistle Hotel	15
Rev. W. Banister	10
C. H. Grace	10
A. F.	10
Rev. G. R. Vallings	10
Capt. Crawford, R.A.	10
C. Mooney	10
C. P. Karberg	10
H. W. Slade	10
J. Minhinnet	10
O. K.	10
A. J. May	10
N. Mumford	10
J. Alston	10
W. C. E. Gibson	10
Chas. R. Scott	10
H. Smith	10
H. Ruttonjee	10
Dr. Chalmers	10
E. M. Knox	10
T. I. Rose	10
G. A. Caldwell	10
W. Wilson	5
R. V. Rutter	5
E. C. Wilks	5
T. C. Hutchings	5
J. H. Logan	5
Lun Ching	5

L. K.	5
H. E. Hoile	5
John Wilkie	5
A. J. M. Farr	5
H. McPhail	5
F. M. de Graca	5
James Walker	5
A. McK	5
J. R. Mudie	5
R. Toulmin	5
A. M. J.	5
R. Greaves	5
B. Tidy	5
Jno. Bremner	5
Ph. Grimbale	5
E. F. Skertchly	5
L. F. de Carvalho	5
L. M. Kerr	5
A. M. P. dos Remedios	5
G. Neubrunn	5
C. H. W. K.	3
G. T. Wilson	3
W. Stewart	3
J. M. E. de Carvalho	3
Jno. Lambert	3
W. Hutchison	3
T. N. Cowan	3
C. R. Crispin	3
J. M. Henderson	3
A. Ewing	3
C. Patton	2
James Henderson	2
James Stenhouse	2
W. Grodeizki	2
D. Gow	2
W. M. Deas	2
L. d'Araujo Roza	2
J. R. Craik	2
T. Neves	2
D. Duncan	1
T. C. McIntyre	1
W. Terrill	1

\$55,950.84

REMINISCENCES OF AN OLD SOLDIER.

Mr. J. Griffiths, music teacher, 14, Portland Avenue, Liverpool Street West, Salford, Manchester, late Bandsman of the 99th Regiment, writes us as follows:—

Can you find a place in your valuable paper to insert the following letter, which might be the means, I think, of placing some of my old comrades in arms in communication with me; also, it may prove interesting to the people of Hongkong and Kowloon, should there be any residents in this latter place.

Any of my old comrades who may still be residing in Hongkong or Kowloon, and who served with me in China during the years 1860/1864, I hope will accept my sincere wishes that their health and finances will allow them to celebrate with enthusiasm the Diamond Jubilee of Her Gracious Majesty Queen Victoria, on the 22nd of June next.

If there are any of my old comrades yet in Hongkong, they are not forgotten, and I dare say the thoughts that often occur to me occur to them, namely, how many of the old "Pulton" who served in China are still alive, and I often conjecture how many live under the shadow of Victoria Peak or elsewhere. For my own part I have not met with one in England for many years. Should there be any still living in Hongkong please communicate with me.

I often think of the time we had during our stay. Our Regiment was a deal over the strength when they were stationed in Canton (for about 12 months) and if my memory is right, we received four or five drafts from the depot during our stay in Hongkong. Notwithstanding this, we left Kowloon or Hongkong, officers and men, all told, only 471. We passed through deep waters out there, especially in Kowloon.

Victoria Peak has a clear space in my memory, coupled with the jolly old Blue Jacket, the signalman. This Peak proved a good place for our poor sick comrades, for they soon became convalescent, although no small job for the palanquin bearers who had to trudge up and down that narrow path, bringing to the Peak our sick men. I call to mind the old building which stood on the side of the hill, where a detachment of the 49th Regt. lay. It

was in this building that a full room of the 49th were swept into eternity, and that without the slightest warning.

I suppose the hills that lay far up beyond the barracks, which in my time were lit up nightly by charcoal burners, have become part and parcel of Hongkong town.

I still remember many nooks, buildings, and other places, but have forgotten their names, many of them being christened by our fellows and known to us by those names only; but I presume names and everything else are altered now.

The Club house on Queen's Road will always be green in my memory, our services were so often required there, especially during the winter months. Also the place of young John Hoegel's death, he having been cowardly murdered by the Malays. The facts of this case I will give you. Hoegel was taking his evening walk, and saw two Malays quarrelling and that it would end in a big row. Going up to them he tried to make peace, when suddenly one of them plunged his bowie knife into Hoegel and ripped him up, killing him instantly. This act "put settled" to the accounts of all the Malays on the island, for they had long been a suspicious and questionable community; in fact, many of their dark deeds had been fastened on the Chinese, not only foul murders, but many of our vessels were pirated by this race of cutthroats, for which the Chinese pirates were blamed, although the Chinese were nothing loth in taking that or those which did not belong to them, either ashore or afloat. Further, many a leave of absence man from the ships in the harbour has found a watery grave by the treachery of the Chinese boatmen, when the poor fellows were returning to their ships. I know also that in open daylight the Chinese have snatched the war medal from our fellows' coats. This class of thief always wore a false pigtail and was covered with grease to prevent being caught. Well, to return to Hoegel's death. A very short time elapsed, when news of this tragic occurrence was received by our fellows in barracks. Immediately word was passed from room to room, and from the higher to the lower barracks, for all hands to turn out (officers and non-coms. excepted.)

That same evening the men came out, the sentries also left their posts, and the fight commenced against the Malays. As near as I can remember it lasted three days and three nights. In the afternoon of the third or fourth day, not a Malay could be found. It was a never-to-be-forgotten scene. Many of our fellows took their bayonets, not their rifles; others, their blackthorn walking sticks, which were sent to the Regiment from home; others had pokers. These men went to the town in daylight, hiding their pokers and bayonets up their sleeves, and waited till darkness came on, when they were joined by others who brought their rifles. They had to climb over the railings to join us in the town.

The fight was a hand to hand one, and many of the Malays thought to escape to the boats that lined the beach of the harbour, but so hotly were they pursued by our fellows that before they had time to push off our men were upon them, killing them off. Some Malays, took the open harbour, thinking to escape by swimming, but here again our fellows were after them, with their bayonets in their months; when within reaching distance, the Malay would turn upon the pursuer with his bowie knife, but the bayonet soon finished the fight.

During the fight, not one of our men was killed. However, the police (I believe they were mounted) were ordered to fire upon our fellows, which they did, killing poor Lonsdale, and wounding others, who, however, recovered. The Regiment was so scattered about the place looking for Malays that we did not meet once, in a body, during the fight. The fact was, the Malays would not stand against us, whether armed with bayonet, poker, sticks, or stones, but immediately made off up to the mountains, our fellows after them. Others, as I stated before, made for the boats, some took refuge in friendly Chinese houses, and others were sheltered for pity's sake by Europeans; but they were taught a lesson.

The Regiment did not meet, as a body, until they all returned to barracks on the morning

of the third or fourth day. I do not remember whether the Governor gave the order for us to quit on the same day we returned to barracks, or on the day following. At all events, we received orders to quit the island, bag and baggage, within two hours after receiving the order, and to proceed to Kowloon. This was a surprise to us. Nevertheless we packed up and by the appointed time were on our way to the junks. As the last part of the light company were turning off Queen's Road to the right, where a road led to the jetty and where the junks were lying in waiting, the Governor was seen driving past, taking his evening outing, and had it not been for the two splendid greys attached to his brougham that drive would have been his last, for the last part of the light company dropped their beds and arms and ran after him, but those two grand horses, I am glad to say, pulled him through.

What with disease, Hoegel's and Lonsdale's deaths, cruel and outrageous ones, and this move to Kowloon, our men were desperate; for during our stay in Hongkong we suffered much from the many diseases prevalent at that time—diseases peculiar to that far Eastern climate.

I remember once upon returning from Happy Valley seeing a line of carriages and many people following a hearse. This rather unusual sight caused me to ask some of the followers who the deceased might be, which elicited the reply that it was Charley Thorn, the actor, who was to have taken his benefit at the Theatre that night of his funeral.

I never knew the number of men we lost on the island of Hongkong, but when that order was received for us to go to Kowloon we numbered rank and file 471.

In my time there grew on the left hand Barracks path leading from the front gate a curious tree that bloomed only once in every hundred years. I saw the tree in full blossom. The flowers were near the top, and I think they were large and yellow, but I forget whether this was in the year '62 or '63. There was also a very peculiar plant that grew on the esplanade, at the top, nearer the right than the left hand corner. The plant, I was informed, was called the sensitive plant. I have often put my fingers on its leaves, when the whole of the leaves would immediately droop. There were also some rare trees in front of General Brown's house and near it; our fellows called them India rubber trees; whether that was the correct name I do not know, as I never made botany a part of my study.

I first saw Kowloon in 1860, a small boat building village near the water's edge and opposite the Hongkong Barracks. To the left of this village, and near a swampy piece of land, which ran in considerably, being often covered with water, which was caused by the tide—between these two places, stood the Military Stores, a large bamboo building which was guarded by a sentry of the 23rd Native Infantry Regiment. I believe a detachment of this Regiment was stationed at Kowloon that year. To the right side of this swamp there grew a large number of castor oil trees and a quantity of other shrubs, and Kowloon generally was fairly covered with grass. Some of our fellows, not then knowing the castor oil tree, took a fancy to the nuts hanging in the trees, and accordingly climbed them and made a raid on the nuts, and began eating them, when one suddenly exclaimed he had great pain, placing his hand on his stomach; then the others complained, and gave evident signs of much internal trouble, until one after the other they dropped out of the trees like so many balls to the ground. The doctor was requisitioned, who ordered these nut eaters to be carried to his quarters, and they soon recovered under his treatment, but these poor fellows gave nut trees, castor oil nuts in particular, a very wide berth after their never-to-be-forgotten experience.

We remained in Kowloon about a month, when we were ordered to Canton. That was in 1860, but after the Malay affair, 1863, we found that a parade ground had been made, the grass having been pulled up for the purpose. There had also been built a number of wooden huts on the hill overlooking the village and the harbour, and these huts we occupied, but our fellows suffered so much from disease that the doctor ordered the Regiment

to go under canvas, and the tents were pitched a little over a mile from the huts, nearer to Kowloon City, which was walled, and was partly on the side of a hill towards the mouth of the harbour.

Each Company had a flag and flagstaff, which stood at the head of each Company's tents. Upon the death of a comrade the flag was raised half mast, but this was of such frequent occurrence that the officers gave orders for all flags to be pulled down.

Some remarkable affairs happened to us here. One I shall never forget, namely, the complete removal, or carrying off, of a large marquee tent, of European manufacture, during the night, and that without making the least noise, at least without awakening the sleepers beneath it, who numbered about thirty men. We ascertained that the tent had been taken by Chinese pirates of two different junks, and that they had taken it up into the hills. Some of the Hongkong police and our men followed, only to discover that the pirates had fallen out among themselves for possession of the tent, and many of both parties were wounded and killed.

Leaving the huts for the tents was like jumping out of the pan into the fire, for the physical condition of our men got so low that only three of the Band of thirty to forty members—myself and two others (men named Quin and Carney)—were left to play on parade. Then I went down with cholera, recovered, then down with sun-stroke, and scarcely a day well. No, I shall never forget Kowloon, nor will any of my old commanders, if any are yet live. I must here remark that teetotalers and temperate men pulled through much better than did the rollicking community. The few comrades whom I saw in England many years ago were suffering, more or less, from disease contracted in China. Considering the security and great commercial advantage gained by capitalists and emigrants through the presence of our troops and sailors I opine that our Government should deal more liberally with Army and Navy pensioners and, at all events, allow them sufficient means to keep them from ending their days in pauperism.

We embarked on board the *Tamar* and left Kowloon in 1864, and after a good voyage landed in Durban, South Africa, then proceeding to Pietermaritzburg, where we stayed about two years.

On the morning of our departure from Pietermaritzburg I was sitting on the form outside the barrack room waiting for the "fall in" to sound, when I was joined by P. Casey, our old assistant schoolmaster. We began chatting away about the good things that awaited us in Cape Town, when his conversation suddenly took a different direction, and this was Hongkong. He informed me that during his confinement in Hongkong civil prison he had a very remarkable warder over him, who was an East Indian. This warder was evidently under some disguise, for he was a man of great intelligence, spoke with some authority about European politics, was a good English scholar, and frequently made use of French and Latin during his conversations. "It often occurred to me," said Casey, "that this warder was something more than an ordinary Indian, such as I had seen in India, because his manner and bearing were those of a gentleman. I was some time during my imprisonment conjecturing who he might be and it occurred to me that he might be 'so and so'; if he was I could identify him by a scar over the left (I believe) eye. The next time this warder entered into conversation with me I drew near to him and positively there was the scar." "Well," said I to Casey, "You have not named this Indian," and his reply greatly surprised me, for he instantly replied that it was that arch fiend Nana Sahib, of Indian Mutiny fame. This name astonished me. I believed every word about the warder's superior abilities and about the man, for Casey served with our Regiment in India at a time when Nana Sahib, together with certain marks and descriptions of his person, were fresh in the minds of our Indian troops, and the cut or scar over the eye was, I believe, the distinguishing mark.

I remember during our stay in China that smallpox was very prevalent, and I here give a great recipe for that disease that I have

used for years past, never once failing to cure the person under treatment within twenty-four hours. Recipe:—Two ounces of cream of tartar; put this into a quart of boiling water; to be kept stirring for 10 minutes; when cold take a wineglass-full every half hour. This to be taken immediately the disease is known. This remedy, I hope, will prove of some advantage to the inhabitants of Hongkong and Kowloon.

I am afraid I have already trespassed too far upon your kindness, Mr. Editor, so I conclude by informing any of my old comrades, I shall be pleased to hear from them. With best wishes to all old friends of the Regiment, not forgetting our special admirers, the Parsees, I can truly say "God's providence is mine inheritance."

THE QUEEN AND EUREKA MINES.

Messrs. John D. Humphreys & Son, the General Managers, have received the following reports on the Balmoral Gold Mining Co., Limited, and Olivers Freehold Mines, Limited:—

NEW BALMORAL GOLD MINING CO. LIMITED.

Mount Macdonald, 14th May, 1897.

Queen Mine.—The contractors engaged in sinking and timbering the main shaft are making fair progress, and since last report there is no important change in the character of the country being sunk through. We expect to cut the reef in the shaft before the contract for sinking the 100 feet is completed, when a change in the rock may be looked for; but it may be necessary to sink an additional 50 feet or more before opening out on the reef. This will, however, be determined by the nature of the ground and indications that may point to the probability of good gold being found by driving.

Prospecting Shaft.—We are still driving west from the bottom, the ground being highly mineralized, and we have a small vein of quartz, lying almost flat and going west, carrying good gold. We are following this up, hoping it will lead to the main reef.

Engine House.—The boiler is now in position and the shed will be completed shortly.

Estimate, &c., for sinking Main Shaft 100ft.—The work was started on 10th April, 1897, and we estimate the contractors will sink 18 feet per month, 100 ft. at £4 ls. 0d.—£405. Timber, tools, &c., found by Coy £100. Total £505.—Yours truly,

p. pro JOHN D. HUMPHREYS & SON.
C. J. WILLMOTT.

REPORT ON NEW BALMORAL CO.'S BATTERY.

Mount Macdonald, 14th May, 1897.

This battery is situated in a most ridiculous position, being perched up on the side of a very steep hill. The water has to be pumped from a deep gully or gorge, and without going to an enormous expense it would be impossible to conserve more than one month's water. So that unless it rained very frequently the battery would be idle. The plant consists of 1 large Cornish boiler, 2 engines (1 small 1 large) in fairly good condition, and 20 heads heavy stampers (which must have been erected at a very heavy cost). The stamper shanks are fitted up in very old style, a style that involved a considerable amount of extra work and loss of time; and before being re-erected they would require to be fitted with more modern appliances. The stamper boxes are without exception the worst that ever came under our notice, and no one with the slightest knowledge of battery work would purchase them or even take them as a gift; and it would be a big mistake to remove and re-erect them near Olivers battery or elsewhere. The tables are built on the worst principle and instead of a large copper plate just outside each box there is a sheet of iron, something new, but far behind modern ideas all the same. There are also two Watson and Denny fans erected and one not erected. Taken altogether this battery is the worst situated, most extravagantly erected, and for practical use the most incomplete plant our mining manager ever inspected or reported upon; and, apart from the two engines, boiler, and pans, regarded as worthless.

p. pro JOHN D. HUMPHREYS & SON,
C. J. WILLMOTT.

OLIVERS FREEHOLD MINES, LIMITED.

Mount Macdonald, 14th May.

Eureka Mine.—Since last report work has been progressing most satisfactorily and the developments, more especially at the 200 feet level, are most encouraging. The North drive at this level has been extended to a total of 71 feet with the lode 4 feet 3 inches wide, and showing fair gold. In the South drive we are now in 48 feet with the reef 5 feet wide of good payable stone. This makes us now a total distance of 119 feet on the course of reef with no signs of a break in it, and it is going strongly underfoot and overhead; so that even without any further developments, we have many thousands of tons of good payable stone in sight. There is not the slightest doubt that below the 200 feet level the reef will be equal, in fact we may expect better, in quality and greater in quantity than it is at the present level, and that it will extend for several hundred feet North and South. At the 150 feet level the winze is now down 32 feet with the reef still 5 feet wide and of good payable quality. We hope to connect with the lower level (200 feet) in about 8 days, when the output of stone will be greatly increased. Crushing was resumed on the 10th inst. and will be continued while the water in Battery dam lasts. Even if the water there gives out, as it will unless we get rain shortly, it will not in any way retard the development of the Mine; and if the rain comes, we can keep the battery going regularly by putting on one or two additional men. New buckets are being made, and all getting ready for resuming the sinking of the shaft an additional 100 feet. Everything in connection with the mine and mining plant is in first class order.

p. pro JOHN D. HUMPHREYS & SON.
C. J. WILLMOTT.

REPORT ON OLIVERS FREEHOLD BATTERY.

Mount Macdonald, 14th May, 1897.

This battery is situated in the best possible position that could be found, and consists of a good engine, 2 good Cornish boilers, 20 heads of stamps (light), and 3 Watson and Denny pans. These latter although worthless in many places, are especially adapted to treat the stone here, or rather the sand, after it leaves the stamper boxes, owing to the peculiar nature of the stone. The stamper boxes are of fairly good pattern but are very old and require continual patching, and cannot last much longer. The stampers are very light, about 600 lbs. each, also very old, and liable to break. During the last six weeks, three have broken and have had to be replaced by old discarded ones. What is required to make the battery equal to present needs is four new stamper boxes most approved pattern, 20 heads new stampers say 750 lbs. each, new cam shaft not less than 5 inches diameter, the latter being a very important item as the breaking of a cam shaft means a serious stoppage and expense, hence they must be strong; an additional Watson and Denny pan also required, giving one pan to each five heads of stampers. It would also be necessary to erect a small engine to drive the pans, leaving the present engine to drive the stampers and pump water. The boiler power is sufficient for the two and it is a decided advantage to have the driving power for stampers and pans separate, as it is sometimes necessary to stop the stampers at once, when at the same time the pans should be kept going to prevent choking, &c.

With the above alterations and additions you would have a complete plant capable of treating 200 tons per week; and when an additional plant is needed, and from present appearances at the "Eureka" it will be required, it could be erected close to the present one, so that the two would be under the supervision of one battery foreman.

p. pro JOHN D. HUMPHREYS & SON,
C. J. WILLMOTT.

Colonel Huertas, Governor of Sulu, under date the 16th May, writing to a friend in Singapore, says that a few days previously eight fanatical Moros, armed with parangs and other weapons, rushed into the Spanish lines there, and wounded three European soldiers, but before they could do any further mischief they were shot down.—*Singapore Free Press.*

HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR JUNE.

Although the weather was very warm and on the second day, owing to very heavy rain, a considerable amount of water lay on the links, a fair number of members turned up for the above competition. The scores, for reasons given above, were as a rule high, though the winner of Cup and pool returned a very steadily played card on the first day, and on his enhanced handicap, occasioned by his winning the Junior Handicap Cup a few days before, netted 83, which promotes him out of the ranks of the Juniors. The greens were generally admitted to be in fine order, but the grass on some portions of the links was very trying and is now being attacked by a gang of celestial Hebes. Subjoined are the returns handed in:—

CAPTAIN'S CUP.

Mr. W. Taylor	98	15	83
Mr. G. Millward	104	15	89
Mr. W. A. Duff	104	12	92
Mr. V. A. C. Hawkins	100	8	92
Mr. A. P. MacEwen	110	15	95
Mr. J. Hastings	108	12	96
Mr. C. A. Tomes	105	9	96
Mr. W. J. Saunders	116	18	98

22 entries.

POOL.

Mr. W. Taylor	98	15	83
Mr. V. A. C. Hawkins	100	8	92
Mr. A. P. MacEwen	100	15	95
Mr. J. Hastings	108	12	96
Mr. C. A. Tomes	105	9	96

15 entries.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SALE OF THE MOUNT AUSTIN HOTEL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I was somewhat surprised to learn from your columns that at a private meeting on Saturday it was decided by those present to memorialise the Government on the sale of the Mount Austin Hotel to the Military authorities, with a view to ascertaining whether it be possible to buy back the building for the use of the civilian population. I say that I was surprised, because I should have thought the first step in this direction would have been to ascertain whether those interested are ready to plank down the necessary funds. Without first being assured on this head, I imagine the Government would not feel justified in taking any action whatever.

The sale of the Hotel is without doubt a serious blow to those residents who, benefitting by the misfortunes of the shareholders and debenture holders of the Mount Austin Hotel Company, Limited, have been able to enjoy the winter below, and the summer above, at prices unobtainable in good hotels in other parts of the world. The handful of boarders who have dived there all the year round have done so because they found it cheaper than taking a house of their own. These are the people who, like spoiled children, are scolding the Military authorities for having made a good bargain, and now that the reality of the sale is brought home to them are crying out at the injustice of the transaction and making statements which are quite unwarranted by the facts.

It has been asserted by some of those interested that the sale was effected suddenly and with undue secrecy. This is nonsense, and it is also incorrect. Is it likely that the owners of the property would go into the street and announce that they were in treaty with the War Office for the acquisition by the latter of the Hotel? Naturally they remained discreetly silent about their own business, knowing that to talk about the matter would probably prejudice the bargain. It is not to be supposed that a firm having large dealings in landed property would not know whether it was their interest or not to sell the place to the War Department. They had had some little experience of the public in the matter. The Hotel had previously been offered for sale, once before to the Military Authorities and once to

the Hongkong Hotel Company, at a price to the latter (including the furniture) considerably below the sum at length realised. If I am not mistaken, too, Mr. Humphreys had gone into the question of forming another limited liability concern to take it over. The fate of the two companies interested in Peak hotels no doubt helped to deter him from this experiment. The investing public have not yet forgotten how the shareholders and debenture holders in those concerns fared. They are not likely, I think, to again subscribe capital to continue the provision of luxurious homes either for cheap boarders or for wealthy residents who wish to reside at the Peak during the hot months, largely at the expense of proprietors.

For this is what it comes to. If the Military Authorities were to consent to the prayer of the suggested memorial, they would not be prepared to do so without being provided with a fair *quid pro quo*. An equally large and commodious building erected, say, on Mount Cameron, would certainly not cost less than \$400,000, probably \$500,000, and the necessary roads and drains giving access to it would absorb another \$100,000. Taking it, however, at the lower figure, \$500,000 would have to be subscribed to run an establishment on philanthropic lines, for if business rates were demanded from boarders, the tariff would necessarily be prohibitive to a large proportion of them.

It is well known that large boarding houses (and the Mount Austin really fell under that category) rarely or never pay, the exceptions being when personally managed by some exceptionally thrifty and argus-eyed proprietor. The hotels that pay well are those enjoying a large transient traffic, with a well frequented bar, and a range of shops or offices on ground floor yielding good rents. The Hotels at the Peak cannot have these advantages, and in order that they should be able to pay their way they must be able to considerably augment their rates and keep no empty rooms. Even under those conditions there would not be, as the phrase goes, "much money in it."

Since the time the hotels at the Peak were erected and the terrace called Mountain View was sold by auction at a loss on the cost of erection of \$100,000, there have been many new arrivals in the colony. Some of these griffins may cherish the delusion that a fine property has been lost to investors. Let them rest assured that if there had been the faintest chance of the Mount Austin Hotel turning out a bonanza neither Messrs. Humphreys & Son nor the Hongkong Hotel Co. would have missed the opportunity.—I am, sir, yours faithfully,

INVESTOR.

Hongkong, 8th June, 1897.

THE AUDIENCE OF THE SPECIAL RUSSIAN AMBASSADORS.

Prince Ukhtomsky and suite arrived at Peking on the 21st ultimo, but owing to the absence of the Emperor at Eho Park it appears that the special Russian Ambassadors did not have their audience until the 26th of the month. In the meantime the Russian Princes stayed at the Russian legation instead of the quarters specially prepared for them near the Board of Rites. The time between their arrival and their audience of the Emperor was occupied with visits between the Ambassadors, the Ministers of the Grand Council, the Ministry of War, and the Tsungli Yamén. On the 26th, the day of the audience,—his Majesty having returned on the afternoon of the 25th—the Russian Princes after presenting an autograph letter of the Czar also presented the list of presents sent to H. M. Kuang Hsi by their Sovereign and impressed upon the Emperor that several of the presents had been personally selected by his Russian Majesty. The Emperor smiled and said he would "value them all the more for this." The audience took place in the usual Throne-hall—the *Wen Hua Tien*. It is reported that the Russian Ambassadors also wish to present the Czarina's gifts to the Empress Dowager personally, and have requested a private audience to do so; but it is not yet settled whether this audience will be accorded, although there ought not to be any difficulty, since Manchu ladies are accustomed to meet male guests at their own homes.—*N. C. Daily News*.

THE YELLOW RIVER AGAIN.

The Weihien correspondent of the *N. C. Daily News* writes under date of 31st May:—"China's Sorrow" is again manifest in a flood of tears more destructive than the novelist's most passionate flow. The river has again broken out at Lichin city, and baffles the Governor's attempts to stop the gap. It is said that he (Li Ping-heng) is on the ground in person superintending the job. Since the recent floods in the Mississippi valley the American has no advice to give the Orient upon the subject of controlling its large rivers. Formerly we knew just how it ought to be done. The subjugation of a stream like the Yellow River is a problem not to be solved in a day.

AN UNPURGED SCANDAL.

Notwithstanding all the excitement aroused at the time, the extraordinary proceedings in the late Carew case still remain unexplained, and, owing to the general apathy of public opinion among foreign residents in Japan appear likely soon to be forgotten. Mr. Lowder has apologised for acting as a "private citizen" in securing the arrest of an innocent woman and her incarceration in a jail on a false charge, and he has even obtained a sort of certificate from Mr. Troup, the Assistant-Judge in Yokohama, that his action in the matter was taken in perfect good faith. It was, of course, only a coincidence that the course of discrediting the principal witness for the prosecution by charging her with the actual murder was likely to materially assist his client. Doubtless Mr. Lowder on his side is quite willing to give Mr. Troup a certificate that when the British Consul or Assistant-Judge, or whatever post Mr. Troup was filling at the time, allowed Miss Jacob's box to be taken away to the "private citizen's" chambers and there overhauled, Mr. Troup was also acting in perfect good faith, if with somewhat deficient knowledge of British law and custom. We are recalled to a consideration of the case by some remarks in *Truth* by Mr. Labouchere, who, having perused one of the Carew case pamphlets published in Yokohama, remarks that "the proceedings against Miss Jacob throw a most unpleasant light upon the administration of justice in the British Consular Court." These words are not a whit too strong; but the fact that British residents in Japan and newspapers edited by British subjects appear inclined to let the whole matter fall into oblivion without demanding a thorough investigation is, in our opinion, still more unpleasant. Had a Japanese Court been guilty of such questionable proceedings we should never have heard the last of the case. Why, in common honesty and fairness, should any different course be adopted because the proceedings took place under the sanction and with the approval of a British Court? Mr. Labouchere says it is almost "incredible" that a box containing Miss Jacob's papers was allowed to pass into the hands of Mr. Lowder, who, though securing Miss Jacob's arrest as a "private citizen" and being moreover the counsel for Mrs. Carew—yet "broke the Consular seals and examined the contents." Incredible it may be, yet it is a fact, and, what is even more remarkable, scarcely a word of protest was publicly uttered by either of the prosecuting counsel in the Carew case, whose business it was to protect their witnesses, but her defence was left wholly in the hands of her counsel, who, fortunately for her, was an American and therefore not under the influence of the amiable traditions of the English bar. Mr. Labouchere describes the accusation against Miss Jacob as "an entirely trumped-up charge, not a scrap of evidence worthy of the name being produced in support of it." He remarks further that "nearly a month elapsed before the charge was finally dismissed." As a matter of fact, however, the charge was not dismissed. Mr. Troup was especially punctilious upon this point, and could find no ground for a dismissal, the evidence, apparently, that had induced him to issue a warrant not being sufficient to elevate the proceedings into a formal trial, and so the "private citizen" was allowed after the conviction of his client to withdraw the monstrous charge almost a month after it was

originally laid. True, after the proceedings in open Court Mr. Lowder "apologised" and Mr. Troup granted a "certificate" of Miss Jacob's innocence stamped with the Consular seal, which, besides being wholly irregular, is not worth the paper it is written on, as it would not prevent Mr. Lowder or any other "private citizen" from securing a fresh warrant for Miss Jacob's arrest on the same charge as that under which she lay for several weeks. Mr. Labouchere says that "the Consul's share in these outrageous proceedings has been very properly brought under the notice of the British Minister to Japan." We are not aware if this is the fact, nor do we hope much therefrom should it prove to be the case. What ought to be done in their own protection by British residents is to communicate the whole of the facts to the home authorities by means of a memorial, and to secure the assistance of Mr. Labouchere or some other member in bringing them before the notice of Parliament. It would perhaps be painful to Miss Jacob to have these matters revived, but it seems to us that the justice of the case demands it. We may say that, so far as we ourselves are concerned, we have no knowledge of any of the parties in the case, but in our opinion neither an apology from counsel nor a certificate from Consul should stand in the way of a strict investigation into all the circumstances.—*Kobe Chronicle*.

The writer of "Notes by the Way" in a later issue of the *Chronicle* says:—A Yokohama resident who read the recent article in the *Chronicle* on "An Unpurged Scandal," has given me some particulars which show the flabbiness of public opinion in the Northern port. In the first flush of indignation at the conduct of Mr. Troup in allowing Miss Jacob's box to be overhauled by the "private citizen" who had laid the information against her, a numerous signed petition was forwarded to Sir Ernest Satow, the British Minister, setting forth the whole of the circumstances in the case with reference to the conduct of Mr. Troup, and asking that such steps should be taken as would prevent a recurrence of what was a serious reflection upon the administration of justice in the British Court. Sir Ernest Satow kept the memorial for some weeks, and then, after the first excitement had somewhat cooled down, he approached the promoters of the petition with a suggestion that its term should be modified. He was, he said, powerless to deal with the petition himself, and must therefore send it home, but before doing so he would like to point out that it was likely to do Mr. Troup serious injury, and he thought the signatories should have this view placed before them. The injury that had been done Miss Jacob was of course of no consequence when weighed in the balances against the injury a British Consular official might suffer.

That under the circumstances of the case, this action should be taken by a British Minister sounds incredible, but I am solemnly assured that such is the fact. What is of more importance, the appeal was successful. Of the British residents of Yokohama who had signed the petition, only four had the courage of their convictions and refused to withdraw their names. The others, including the editor of at least one Yokohama journal, cancelled their signatures in deference to the appeal of the British Minister, and the document was sent back with four names only attached to it. Of such is the civic virtue of Yokohama! A Consular official is said to have expressed the opinion that even if the petition had been sent home, it would only have been pigeon-holed and nothing more would have been heard of it. If this be true, what fudge it is talk of immaculate British law and British officials, and to profess a fear of coming under Japanese administration, where life and liberty could certainly not be more seriously threatened than it was in the Jacob case.

Nevertheless, I am very glad to know that notwithstanding the invertebracy of Yokohama, the matter is not to be allowed to rest where it stands at present. Arrangements have been made to bring the whole of the circumstances before the home Government, and Mr. Labouchere, or, if he is too busy, other members of Parliament, will be approached in the hope that they will take the

matter up. The more closely the circumstances of the case are considered, the more grave does the scandal appear,—from the time that Miss Jacob was arrested to the tardy withdrawal of the charge against her, and from the false telegram wired home announcing that she had confessed, to the placing in her cell of a book quoted in the "Annie Luke" letters. I hold, and I think the majority of my readers will agree with me, that these facts form one of the gravest scandals ever associated with the administration of British justice, and it is monstrous that any attempt should be made to hush them up in deference to a flabby public opinion.

THE NIPPON YUSEN KAISHA.

GENERAL MEETING OF SHAREHOLDERS.

A general meeting of shareholders of the Nippon Yusen Kaisha was held in Tokyo on the 27th May. Some 2,075 shareholders, representing 303,007 shares, were present. Mr. Kondo, the President of the Company, took the chair and presented the half-yearly Report and Accounts ending on the 31st of March, 1897, which were taken as read without objection. The résumé of the report is as follow:—

During the half year ending March 31st the despatch of cargoes was not so brisk in the Japanese and Eastern ports as was usual at this period of the year. In Etchu and other localities, for instance, no despatch of extra cargo vessels was needed owing to the unfavourable yield of rice there, and the consequent decrease of exports. Again the exports and imports to and from Osaka and Kobe were stopped for a time owing to the occurrence of floods and the temporary collapse of financial circles there last autumn. In Kiushiu and Corea rice crops turned out very well and as there were large exports the Company was able to despatch a number of extra cargo vessels to Misumi, Wakamatsu, Fusan, Chemulpo and Gensan. As a whole the season under review was not unfavourable as compared with the same period of past years but the rate of freight was steadily falling while coal and other necessities and stevedoring charges had considerably risen. In consequence of this the receipts did not sufficiently cover the expenditure at one period. Only at the time when the new rice began to be exported the demand for vessels increased and the Company was at last able to raise freight by 10 to 20 per cent. It was found, however, that the proportion of the rise of commodities was still comparatively higher than that of freight. With respect to the European and American lines the credit of the Company was daily growing and no scarcity of cargoes was felt. As for the European line the Company had in January last entered into an alliance with the foreign Companies navigating between the ports in the Straits Settlements and Europe whereby the rate of freight between Singapore and Colombo and Europe which had greatly fallen was somewhat recovered. The Great Northern Railway Co., our agents, have been making all possible endeavours on our behalf for the success of our American service. In addition to this, this line has now been extended to Hongkong as was first planned and as convenience and facilities were increased for the shippers of cargo as well as passengers, full cargoes could be secured on each return voyage from that port. The prospect is rather promising when we take into account the short duration of time since the line to that port was opened. Although both the European and American lines are working smoothly the rates of freights are always low and the income does not fully cover the outlay since there are too many competitors on these lines. Furthermore the expense for these lines is very great. For example, it requires the payment of dues amounting to yen 25,000 for the *Tosa-maru* to pass the Suez Canal outward and homeward. No fewer than yen 130,000 were paid for passing the Canal during the period under review. In fact, under the circumstances above stated, both the European and American services cannot by any means be exempt from loss at each trip. As was reported at the previous half yearly meeting the Aus-

tralian service was opened in the beginning of the present season under special direction of the Minister of Communications. Fairly large cargoes could be secured by outgoing steamers but a very small quantity by homeward bound vessels despite the fact that the number of passengers has been increasing in both instances. As new steamers are wanted for this line three vessels of about 3,500 tons gross each have already been ordered. Although the steamers of this line were to ply between Yokohama and Adelaide it has been decided to make Melbourne the terminus for the present according to the condition of business, and the subsidy will be received for that distance. Over a year has passed since the Bombay line was opened during which considerable loss and difficulties were experienced. The vessels of this line are now, however, run under the direction of the Minister of Communications and therefore the finance for this service has been placed on a somewhat firmer footing. The Formosan line was also run during this season under orders from the War Office. The Company has been ordered by the Colonial Department to run a steamer twice a month between Kobe, Moji and Kelung, for one year commencing on 1st April last. The total number of steamers possessed by the Company at the beginning of this period was 54 and their aggregate gross tonnage was about 96,965. Since then the newly-built *Kanagawa-maru* and nine other vessels, bought from the Government, were added, making the total number of vessels at the end of this period 63 and their aggregate gross tonnage 130,412.

Although as a whole the period under review covers a time when the shipping business was not generally brisk a good result has been obtained compared with preceeding years. The Company has, however, incurred a loss of yen 163,326 as a big sum of about yen 680,000 had to be deducted from the profit account as reserve fund. This is required on account of the losses incurred by the European and American lines, necessary preparations for the extension of business, repairs to vessels employed during the late war, additional expenses necessary owing to the rise of prices of commodities and other causes. These causes detrimental to the interests of the Company would gradually be removed now that the necessary repairs to vessels have nearly been completed and the freight has somewhat improved. However, the difficulties accompanying the foreign services could in no way be got rid of so soon. In any big undertaking it is quite common that a large outlay is required at the outset and the profits arising therefrom could only be reaped after a year to two at the earliest. Sometime ago when the opening of foreign service was discussed at a general meeting of shareholders it was pointed out that we were to be prepared to meet with loss and difficulties at the beginning. The present condition of affairs cannot therefore be regarded as having sprung up suddenly. There is now established a law for encouraging navigation to foreign countries but the Company has thus far able to get a license only for the *Kinshiu-maru* during the period. There are many vessels which are qualified to fulfill the provisions of the Law. All the new vessels which are now being built and will be completed within this year will also be able to receive subsidies. When all those have received subsidies the position of the Company will be improved. But this and one or two successive periods will be the hardest time. We must overcome the difficulties we are now experiencing with unflinching perseverance. This will not be long, however, as we could obtain subsidies so soon as the new vessels are completed. In Europe we find no precedent for granting subsidies to a regular line of steamers, but as our European and American lines are necessary for the public interests of our country, subsidies should be granted for a reasonable number of years. The Company made applications to the Government to this effect with the expectation to receive this favour after April last. The Government, recognizing the necessity of granting such a subsidy, introduced a bill in the last session of the Diet. To our great regret, however, it was not passed, the Diet having been prorogued before it was discussed. The Company is, nevertheless, prepared to push the matter forward so as to attain the object in view.

BALANCE SHEET.	
EXPENDITURE.	yen.
For offices.....	491,131.00
For cargo and passengers:—	
Cargo.....	1,094,185.00
Passengers.....	48,989.00
For ships:—	
Wages and pilotage.....	518,449.00
Coal.....	705,264.00
Necessary articles.....	270,955.00
Provisions for passengers and crew.....	286,250.00
Dues and fees.....	187,577.00
Repairs.....	100,829.00
Miscellaneous.....	67,863.00
Charter of vessels.....	456,098.00
For sundry losses.....	4,430.00
Interest of Company's debts.....	53,400.00
	4,285,228.00

For deduction for depreciation.....	251,911.00
For reserve for insurance.....	271,212.00
For reserve for repairs.....	160,022.00
	683,147.00

RECEIPTS.	
From freight and passage:—	yen.
Freight.....	3,068,905.00
Passage.....	599,917.00
From rent of ships.....	139,393.00
From floating bridges.....	1,702.00
From balance of interest.....	113,059.00
From exchange [of cargo?].....	52,545.00
From miscellaneous revenues.....	171,431.00
From navigation bounties.....	217,993.00
	4,365,048.00

From Government subsidy.....	440,000.00
From net loss.....	163,326.00
	4,968,375.00

DIVIDEND OF PROFIT.	
	yen.
Brought forward from last account.....	190,538.00
Reserve for dividends.....	427,561.00
Other revenues.....	168,175.00
	786,267.00

This sum is disposed of as follows:—	
To loss during the season.....	163,326.00
To depreciation of buildings.....	9,669.00
To directors' fees.....	5,700.00
To dividends (10 per cent. per annum).....	605,000.00
Carried forward to next account.....	2,561.00
	786,267.00

HONGKONG.

Nothing but the Diamond Jubilee is being talked about in the colony at the present time. The many arrangements for the celebrations have been eagerly read by the public and the various mercantile houses are well forward with their preparations for gorgeous illuminations, which will be on a most extensive scale. Only the weather can be fickle.

Her Majesty's proclamation of neutrality on the occasion of the war between Turkey and Greece is published in the *Gazette*.

Messrs. John D. Humphreys & Son have offered \$2,000 towards the support of the Kowloon School as their contribution to the Diamond Jubilee.

The Government Analyst's report on the Kowloon water supply, dated 19th May, states that "The results show that the water is of excellent quality."

It is notified that H.E. the Governor has given his assent, in the name and on behalf of the Queen, to the Latrine Ordinance and the Protection of Women and Girls Ordinance.

At the Magistracy on the 11th inst. a servant boy was sent to goal for six months for stealing two clocks the property of his master, Mr. Richardson, assistant to Messrs. Gordon & Co.

It is notified in the *Gazette* that in celebration of the completion of the sixtieth year of Her Majesty's reign the different public offices are to be closed on Tuesday and Wednesday, 22nd and 23rd June.

The two companies of Garrison Artillery here (12th Co. S.D. and 35th Co. S.D.) go to Singapore in October, and the Singapore companies (25th Company S.D., and 38th Company S.D.) will relieve them here.

Mr. A. G. Wise, Puisne Judge, injured his knee a few days ago while playing golf and was unable to attend to his duties at the Supreme Court. On 11th inst. the summary cases were taken by Sir John Carrington, Chief Justice. Mr. Wise was able to resume his work at the court on Monday.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Rev. J. Bosshard \$5

The *Lum Fat*, the launch that ran down a police pinnace in the harbour some time ago, was sunk in the Canton river last week by the steamer *Pasig*. The accident happened near Whampoa. Fortunately no lives were lost.

A game of water polo was played in the regimental bathing pool on Wednesday between a team representing the Victoria Recreation Club and a team of the West Yorkshire Regiment. The V.R.C. won by seven goals to two.

Telegraphic intelligence has been received that the N. Y. K. steamer *Tokio Maru*, which was advertised to leave this on the 24th inst. for Australia, has stranded while coming through the Inland Sea. She has accordingly been taken off the berth at this port.

On 10th inst. six gamblers were taken before Mr. Wodehouse at the Magistracy. They were raided on by Inspector Baker the previous night in a house in Circular Pathway. Two of the defendants were fined \$50 each and the other four \$5 each.

The subjoined telegram, received by the Government from H. B. M.'s Chargé d'Affaires at Tokyo, has been forwarded for the information of the Chamber of Commerce by the Colonial Secretary:—"8th June, 1897. Medical inspection enforced from June 7th against vessels from Formosa, Shanghai, and other Chinese ports to the South."

On the 14th inst. Inland Lot No. 1416, which is situated on Bowen Road near the filter beds, was sold by auction. The land contains 161,000 square feet and the annual rental is \$1,110. The purchasers were the Hongkong Land Investment and Agency Company, Limited, the price being \$14,515, or \$25 above the upset price.

The Peak Club will shortly shift its quarters. The Government Pavilions, formerly appropriated to the use of the heads of departments, are now in a half dismantled and wholly uninhabitable condition, and the committee of the Club have secured permission to occupy these buildings, putting them into repair at the cost of the Club and adapting them to its uses. This will involve an outlay of some \$2,000, we believe, but the Club can afford this expense inasmuch as they have been granted the use of the Pavilions for a nominal rental of \$16 per month. The reason for moving the institution from its present abode is a difference of opinion with the landlord as to responsibility for damage by typhoons.

At 2.40 a.m. on the 15th June a fire broke out in the home of the Moloch of kerosine—Jervois Street. The fire caused a good deal of trouble to the brigade inasmuch as it originated in a piece goods shop at 114, Jervois Street and spread to the upper stories of the adjoining houses, Nos. 114 A and 116, which are paper shops. Damage to the ground floors of the houses was principally caused by water, but the upper floors of all the three buildings suffered considerably by the fire. Nos. 114 and 116 were insured with Messrs. Siemssen and Co. for \$26,500, \$24,500 in the Transatlantic Insurance Company, and \$2,000 in the Sun Insurance Company. The other house was insured in the Hanseatic Insurance Company for \$10,000.

"The Moralist" writes in the *Straits Times*:—"It is the custom, perhaps a very natural custom, for one colony to say on occasions, 'Ah, how much better this is done at Somewhere-Else!' Hongkong made that ejaculation when it was found, a good time ago, that Singapore was first in the field with suggestions for a permanent memorial of the Queen's Reign. The boot is now on the other leg. Though we were first in the matter of suggestion, Hongkong is a long way ahead of us in performance. Already, I see, they have collected about \$40,000 for the worthy object they have in view, while we have not made a start towards collecting the necessary sum. We are haggling over details, while others are leaving details to take care of themselves until the scheme takes a practical shape. In matters of subscription, there is nothing like striking while the iron is hot, as you, Sir, have more than once demonstrated. The big hat ought to at once go round."

The Local Secretary, the Raub Australian Gold Mining Co., Limited, Singapore, has received the following telegram from Raub, dated 7th June:—"Rough cleaning up of battery yielded 2,800 oz. amalgam, estimated quantity of stone crushed being 1,400 tons. Have struck reef in west crosscut Bukit Jalil. Gold plainly visible throughout, quality of stone is rich."

Another member of the Hongkong Volunteer Corps who recently passed the ambulance examination rendered valuable service on Wednesday, the 9th inst. A Chinese boy was bathing at Laichikok when he got out of his depth and he had sunk for the third time before assistance reached him. On being taken to the shore he was utterly exhausted and apparently was not breathing. The Volunteer at once proceeded to restore the boy by means of artificial respiration and succeeded in bringing him round in a few minutes.

The rainfall recorded at the Observatory from 10 a.m. on Tuesday until 10 a.m. on 9th inst., was 5.14 inches, nearly the whole of which fell between three and five o'clock yesterday morning, and the level of the water in Tytam reservoir was raised 4 ft. 6 in. A good deal of this rapid rise must be attributed to the eastern catchwater, and when the western catchwater is also completed we may hope that water famines in Hongkong will be a thing of the past. Another effect of the heavy rain was to wash a large quantity of sand from the Parade Ground into Queen's Road, blocking up the side channels and causing the street to be flooded. The sand was speedily cleared away by a gang of coolies.

The cutting on the hill-side below Bowen Road and to the east of and above the powder magazine is for the construction of filter beds and a covered service reservoir. Particulars of this work were published some time ago, before it was commenced, but now that the cutting appears to be exciting some curiosity it may be interesting to state that there are to be three filter beds with a filtration capacity of 1,000,000 gallons per diem, and the service reservoir will have a capacity of 600,000 gallons. A cast iron main will connect this service reservoir with the existing distribution system and the service reservoir at Wanchai. We may mention also that work is actively proceeding on the catchwater reservoir near Wongneichong Gap. The catchwater contours the hillside on the south of Wongneichong Gap and is to discharge into the reservoir, from which the water will be conveyed by a cast iron main 5 in. in diameter to the Tytam conduit. The catchwater contouring the hillside on the west of the Tytam Valley is also being constructed.

The new ball room at Mount Austin Hotel will be opened by a ball given by residents at the Hotel on Monday, the 21st inst. The room is 75 ft. by 36 ft., excluding the wide verandah, so that there is ample space for a fairly large dancing party. It is entirely separate from the main building, being built upon part of the tennis lawn, and there is absolutely nothing to prevent the charming Peak breezes from blowing right through the room and making the atmosphere comfortably cool. The room is very handsome, the pilasters of the Ionic order setting off to great advantage the general tone of the interior, while the gas chandeliers, which are works of art and which cost a considerable sum of money, form a very handsome addition to the general surroundings. The floor is of highly polished teak and the ceiling is also of wood. The deep verandah is practically a part of the ball room, there being no windows or doors intervening but only a few supporting columns, so that an almost uninterrupted view can be gained of the dancers. While being shown over the room on Saturday by Mr. Cook, the manager, it struck us that there is only one serious fault in the general arrangements, and that is that there appears to be no separate entrance to the verandah, so that the servants will have to pass through the ball room in order to take refreshments to the verandah. Doubtless this defect would have been remedied if the hotel had not been sold to the military authorities. However, in the course of time Tommy Atkins will take his meals in the ball room and his fastidious taste will perhaps not carry him quite so far as to ask for a special entrance to the verandah.

Mr. Cyril Holdsworth, of Bay View, summoned a 'ricksha coolie at the Police Court on 9th inst. for refusing hire. The prosecutor explained that as he was a heavy man—his weight was 230 lbs.—ricksha coolies usually ran away from him on his approach and he always had the greatest difficulty in getting a 'ricksha. In the present case he called upon the defendant, who refused to carry him and ran away. The Magistrate inflicted a fine of \$2.

Messrs. Jardine, Matheson & Co., the General Managers inform us that they have received the following telegram from the Board of the Indo-China Steam Navigation Co., Limited:—"General meeting of shareholders will take place on 17th June. Report for last year forwarded by to-day's mail. No dividend will be declared. We are bringing forward £1,400. Balance at credit of underwriting account £90,000. Exchange reserve £3,900." London, 11th June, 1897.

On 10th inst. an important meeting of the members of the Hongkong Volunteer Corps was held at headquarters for the purpose of electing a Recreation Committee. Captain Chapman presided and before the actual business of the meeting was commenced he announced that Major Sir John Carrington was unable to be present through indisposition, a statement which was heard with feelings of regret. It was reassuring to the members to know that the Major's illness was only slight. A Recreation Committee was then formed and, at the request of the Commandant, the sense of the meeting was taken as to a proposal that coolies should be employed to take the guns to within a short distance of the Happy Valley on Jubilee Day. The proposal was carried by only one, the members in the minority being of opinion that the Volunteers themselves should take the guns. The Commandant also asked, in his letter, whether the Volunteers would line the central aisle at the commemoration service at St. John's Cathedral, a wish to that effect having been expressed by His Excellency Major-General Black. The members were unanimously in favour of the proposal. It was also unanimously agreed to accept the services of a pipe band to march the Corps to the Happy Valley on Jubilee Day. After the business of the general meeting was concluded a meeting of the Recreation Committee was held. Sub-Committees were appointed for the purpose of making arrangements for tennis, bowls, cricket, football, swimming, and entertainments. It was also decided to issue an express asking members of the Corps who wish to join the Recreation Club to send in their names to the hon. Secretary, Gunner G. T. Crook, Headquarters. The subscription was fixed at \$2 per annum.

MISCELLANEOUS.

The Shanghai Spring Regatta was held on the 5th June and proved very successful.

The *Straits Times* of the 7th June says:—"We are glad to hear that Mr. William Bibby has practically recovered from his recent illness, and was able to take a drive yesterday."

The sale of the Société des Charbonnages du Tonkin coal last year amounted, according to Tonkin papers, to 118,912 tons, as against 80,391 tons in 1895. A minimum sale of 100,000 tons is assured for 1897 and it is expected that this amount will be largely exceeded.

We learn that Mr. Bruce Hart, the son of the "I.G.," only attends the Postal Conference at Washington in the capacity of secretary to Mr. H. F. Merrill, who with Mr. F. E. Taylor, attends the Conference as representative of the alleged Imperial Chinese Post Office.—*China Gazette*.

A junk, laden with grain for the famine districts in Szechuan and having on board a special official in charge, in trying to pass the new rapids about Ichang about a fortnight ago got wrecked and was broken up, resulting in the loss of the junk and all on board. Two more grain junks are reported to have been total losses, but some of the crew and officials were rescued from drowning. In this way the famine sufferers are the losers by some 10,000 piculs of rice.—*N. C. Daily News*.

At Manila on the 28th May a native named Marcelo Cese ran amok, killing three persons and wounding five others. He was finally shot down by a policeman. The cause of his paroxysm of rage was that a woman of whom he was enamoured was about to proceed to Spain in the service of a Spanish family returning to the Peninsula.

The orders from Peking for the disbandment of the old style battalions of the territorial army in Soochow and Changchou prefectures having been recently complied with by the provincial high authorities of Kiansu, large numbers of disbanded soldiers are now roaming about the country at large, plundering and extorting provisions from the terrified villagers without restraint. There is now a regular panic in that part of the province and it is reported that travelling between Soochow and towns on the Yangtze is rather dangerous on account of these outlaws.—N. C. Daily News.

COMMERCIAL.

TEA.
EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98 lbs.	1896-97 lbs.
Canton and Macao	33,274	16,097
Shanghai and Hankow ...	3,866,035	3,918,613

EXPORT OF TEA FROM CHINA TO
ODESSA.

	1897-98 lbs.	1896-97 lbs.
Shanghai and Hankow ...	3,696,800	4,214,849

SILK.

CANTON, 3rd June.—Reports on the second crop are very favourable and a full outturn is expected. Tatlees.—Some enquiry was made for refusals for Europe, but nothing has been done. Re-reels.—Some little business has been done at subjoined quotations. Filatures.—Have been in fairly good enquiry, but the low prices offered by Lyons have tended to further curtail business. The settlements reported include: Kwong Shun Cheong 11/13 and 13/15 at \$655/640, Kai Sun Cheong 11/13 at \$620, Shing King Lun 11/12 at \$610, Kwong Ho and Luen Kee 11/13 at \$600, King Wo Cheong and Wai King Wo 18/22 at \$540 Good No. 3 11/13 and 13/15 at \$535/525. Short-reels.—The slight demand previously ruling has dropped off. From prices paid we quote \$600 for Yu Wo Cheong 14/16 and Chun Sun Hang 14/16, \$580/70 for Min Wo Cheong and Min-Tai Cheong 14/16, \$505/495/485 for III class 14/18/16/20 and 20/22. Waste.—Quiet and rather weaker. Stocks.—Tatlees, 500 bales; Filatures, 1,500 bales.

SHANGHAI, 11th June.—(From Messrs. A. B. Burkill & Sons' Circular).—London advices to 9th current make no change in prices or in the condition of that market. New Crop.—Musters of new Season's Silk, Tatlees and Chincnma, have been shewn. The colour is rather dingy but the quality seems about up to the average of the past season. As to supplies, we are of opinion that no more than 50,000 bales of White Silk, inclusive of Steam Filatures, will be available this season. Contracts.—Further 6/700 bales have been settled for delivery July/August at the prices given below. Arrivals, as per Customs Returns, 1st to 9th June: 37 bales White, 34 piculs Yellow, and 164 piculs Wild Silk. The Export of Steam Filatures to date is: to Continent 93 bales, to America 76 bales. Prices calculated by Maerten's Tables at 11 per cent., exchange 2/8½ and Fcs. 3.42, freight Tls. 6.50 per bale:—

	Tls.	Stlg.	Fcs.
	per	per	per
	picul.	lb.	picul.
Tatlees.—Red Pagoda 3	420	9/11	27.60
" Mountain 4	405	9/7	26.25
" Bird Chungling	410	9/8	27.00
" Seeling	385	9/14	26.40
" Silver Double Elephant	373½	8/11½	25.00
" Blue	370	8/9	24.40
" Yaonlay Seeling	375	8/10½	24.75
" Siebing Qungfoong	367½	8/8½	24.25
" Choy Kiling	357½	8/6	23.60
Taynam.—9 by 12 Moss Green Stork 3	352½	8/4½	23.30
Chincnma.—Fighting Cook 1	380	9/3	25.70
" " 2	380	9/0	25.05

EXPORT OF SILK FROM CHINA AND
JAPAN TO EUROPE.

	1897-98 bales.	1896-97 bales.
Shanghai	246	653

EXPORT OF SILK FROM CHINA AND JAPAN
TO AMERICA.

	1897-98 bales.	1896-97 bales.
Shanghai	120	73

CAMPHOR

HONGKONG, 16th June.—Prices continue steady. Quotations for Formosa are nominally \$43.00 to \$43.50. Sales, 120 piculs.

SUGAR.

HONGKONG, 16th June.—The market is rather more active and prices are advancing. Quotations are:—

Shekloong, No. 1, White...	\$7.20 to 7.23	per picul.
do. " 2, White...	6.67 to 6.70	"
Shekloong, No. 1, Brown...	4.40 to 4.43	"
do. " 2, Brown...	4.27 to 4.30	"
Swatow, No. 1, White...	7.12 to 7.15	"
do. " 2, White...	6.48 to 6.50	"
Swatow, No. 1, Brown...	4.30 to 4.32	"
do. " 2, Brown...	4.10 to 4.21	"
Soochow Sugar Candy	11.00 to 11.04	"
Shekloong	9.47 to 9.50	"

MISCELLANEOUS EXPORTS.

The steamer Sydney, sailed on the 9th June. For France:—362 bales raw silk, 17 cases silk piece goods, 407 packages tea, 12 packages hair, 67 packages galangal, and 25 cases star-aniseed. For London:—7 cases silk piece goods, and 7 cases grass cloth.

OPIUM.

HONGKONG, 16th June.—Bengal.—There has been an advance in prices during the interval owing to improved demand. The market closes steady at \$655 for New Patna, \$717½ for Old Patna, and \$652½ for New Benares.

Malwa.—New drug continues neglected; Old has changed hands in fair quotations. Closing quotations are as under:—

New (this yr's) \$760 with all'ance of 5 catties	
" (last yr's) \$780	1 to 2 "
Old (2/5 ") \$800	2 to 2½ "
Older \$820	½ to 2 "
Persian.—The market has ruled steady, Oily and Paper-wrapped both closing at \$500 to \$620 per picul according to quality.	

To-day's stocks are estimated as under:—
New Patna. 1,470 chests.
Old Patna. 235 "
New Benares. 320 "
Malwa. 390 "
Persian. 680 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
June 9	650	715	650	—	760	820
June 10	650	715	647½	—	760	820
June 11	650	715	647½	—	760	820
June 12	650	715	650	—	760	820
June 13	650	715	647½	—	760	820
June 14	652½	716½	650	—	760	820
June 15	652½	717½	650	—	760	820
June 16	655	717½	652½	—	760	820

COTTON.

HONGKONG, 16th June.—Moderate sales have been effected at a decline of \$0¼ to \$0½. Stock about 2,400 bales.

Bombay	\$16.00 to 17.00	p. pl.
Kurrachee	15.50 to 17.00	"
Bengal, Rangoon, and Dacca	16.50 to 18.50	"
Shanghai and Japanese	21.00 to 22.00	"
Tungchow and Ningpo	22.00 to 22.25	"
Madras	17.25 to 17.50	"
Sales: 2,100 bales Bengal, Rangoon, and Dacca		

RICE.

HONGKONG, 16th June.—The arrivals are hardly sufficient to meet the demands from Japan and prices are exceptionally high. Quotations are:—

Saigon, Ordinary	\$2.52 to 2.55
" Round, good quality	2.72 to 2.74
" Long	2.82 to 2.85
Siam, Field, mill cleaned, No. 2	2.62 to 2.65
" Garden, " No. 1	2.85 to 2.87
" White	3.60 to 3.61
" Fine Cargo	3.71 to 3.75

COALS.

HONGKONG, 16th June.—Market steady. Sales of 10,000 tons Japanese are reported at \$8.50 to \$9.00. Quotations are:—

Cardiff	\$16.50 to 18.00	ex ship.
Australian	7.50 to 9.00	ex ship, nominal
Milke Lump	— to 8.00	ex ship, nominal
Milke Small	— to —	none offering
Moji Lump	6.50 to 7.50	ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 11th June.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—70 bales No. 8 at \$81 to \$93.50, to \$1,410 bales No. 10 at \$81.50 to \$91.50, 610 bales No. 12 at \$83.50 to \$91.260 bales No. 16 at \$93.75 to \$101.50, 715 bales No. 20 at \$97 to \$101. Grey Shirtings.—900 pieces 8½ lbs. Blue Peach at \$2.90, 1,250 pieces 11 lbs. Red Flower at \$3.32½, 250 pieces 10 lbs. Palace at \$3.42½, 1,800 pieces 8½ lbs. Snake and Elephant at \$2.90, 600 pieces 8½ lbs. Blue Joss No. 2 at \$2.92½. 600 pieces 8½ lbs. Blue Fish at \$2.55. White Shirtings.—1,500 pieces S. O. at \$4.10, 1,000 pieces Gold Elephant at \$3.85, 300 pieces No. 2 at \$6.80, 1,000 pieces No. 300 at \$3.55, 300 pieces Blue Lion at \$5.82½. T-Cloths.—375 pieces 7 lbs. Mexican Silver Pheasant at \$1.87½, 3,000 pieces 6 lbs. Bombay at \$1.80, 750 pieces 7 lbs. Mexican Feather Brush at \$1.95, 375 pieces 7 lbs. Mexican Gold Pheasant at \$1.92½, 500 pieces 32 lbs. Mexican Gold Horse at \$2.67½, 500 pieces 32 lbs. Blue Dragon at \$2.72½, 500 pieces 32 lbs. Gold Bear at \$2.85, 375 pieces 32 lbs. A. A. A. at \$2.25, Turkey Reds.—250 pieces 4 lbs. Fluteman at \$2.60, 250 pieces 4½ lbs. Fluteman at \$2.70. Drills.—300 pieces 16 lbs. Large Eagle at \$5.30. METALS.—Tin—100 slabs Foong Chai at \$35.50, 100 slabs Siam at \$35.40. Iron—2,200 bundles small round rods at \$4.02, 4,000 bundles railroad Belgian No. 1/6 at \$3.76.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20	\$78.00 to 110.00
English—Nos. 16 to 24	110.00 to 117.00
" 22 to 24	115.00 to 120.00
" 28 to 32	120.00 to 127.00
" 38 to 42	133.00 to 140.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.60 to 1.70
7lbs.	1.95 to 2.12½
8½ lbs.	2.30 to 3.07½
9 to 10 lbs.	3.15 to 4.00
White Shirtings—54 to 56 rd.	2.20 to 2.40
53 to 60 "	2.55 to 3.15
64 to 66 "	3.15 to 3.70
Fine	3.97½ to 7.00
Book-folds	3.50 to 5.40
Victoria Lawns—12 yards	0.65 to 1.30
T-Cloths—6lbs. (32 in.), Ord'y.	1.45 to 1.60
7lbs. (32 ")	1.85 to 2.10
6lbs. (32 ") Mexs.	1.65 to 1.80
7lbs. (32 ")	2.10 to 2.85
8 to 8½ lbs. (36 in.)	2.35 to 3.15
Drills, English—40 yds., 13½ to 14lbs.	3.70 to 6.00

FANCY COTTONS

Turkey Red Shirtings—1½ to 5lbs.	1.40 to 3.50
Brocades—Dyed	3.75 to 4.50
Damasks	0.11 to 0.15
Chintzes—Assorted	3.07 to 0.10
Velvets—Black, 22 in.	0.19 to 0.30
Velveteens—18 in.	0.17 to 0.20

Handkerchiefs—Imitation Silk 0.40 to 0.80 per dozen

WOOLLENS per yard

Spanish Stripes—Sundry chops.	0.56 to 1.15
German	1.02 to 1.23
Habit, Med. and Broad Cloths.	1.25 to 4.50
Long Ells—Scarlet	6.75 to 8.40
Assorted	6.85 to 8.60
Camlets—Assorted	12.00 to 30.00
Lastings—30 yds., 31 inches, Assorted	10.00 to 15.00
Orleans—Plain	3.25 to 4.00

Blankets—9 to 12lb. 4.80 to 9.50 per pair

METALS

	per picul
Iron—Nail Rod	3.95 to —
Square, Flat Round Bar	3.95 to —
Swedish Bar	5.45 to —
Small Round Rod	— to —
Hoop	— to —
Old Wire Rope	— to —
Lead, L. B. and Hole Chop	7.75 to —
Australian	— to —

Yellow Metal—Muntz, 14/23 oz.	80.00 to —
Vivian's, 16/32 oz.	29.75 to —
Elliot's, 16/28 oz.	29.00 to —
Japan Copper, Slabs	29.00 to —
Tiles	— to —
Tin	— to —
Tin-Plates	6.00 to —
Steel	4.60 to —
SUNDRIES	per picul
Quicksilver	130.50 to —
Window Glass	3.90 to —
Kerosene Oil	2.00 to —

SHANGHAI, 10th June.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade Report).—The week has been much broken into by holidays, both Native and Foreign, since our last Report, the Banks being closed for three days, which is quite sufficient to stop business, as everything depends on Exchange now. However, the dealers were not prepared to do much anyhow, as they are awaiting advices from the country and the renewal of orders after the Settling day, consequently the market has been very quiet during the interval, and business will not be properly resumed for a day or two yet. The steadiness of Sterling rates seems to be inspiring the natives with some confidence and they look for a brisk demand in the near future. The merchants, both Tientsin and Newchwang, are said to have done well with their Spring shipments, and it is not unreasonable, therefore, to expect that they will soon be in the market again. Clearances of former purchases continue to go on very satisfactorily, especially for the North, which speaks well for the consumptive demand. American goods are still enjoying their lion's share in heavy makes, and if deliveries keep up in the same proportion, compared to last year, to the end of the season, as they have done so far this year, the present stocks and prospective supplies of both Drills and Sheetings will not be too large, and they will be helped by the falling off in the supply of Manchester goods of the same class. It is too soon to say anything about the markets at our dependencies, advices, so far, are certainly favourable from all but Hankow, which is again visited by heavy rains and the Yangtze continues to rise. Trade in Ningpo is distinctly good. Of the business done here the most important item in English goods is a fair line of best Drills to arrive, other sales being of very moderate quantities, but show a firm market, which is confirmed by the Auctions. Forward transactions have been much curtailed owing to the holidays in Manchester. In American makes more has been done for later delivery. Just after the publication of our last further purchases in New York for this market came to light of 3,000 bales of the latter goods. Advices are much more favourable from Bombay, where the Plague has been practically stamped out and business is settling down into its old groove again. Shipments of Yarn for China are being resumed on a much freer scale. The Cotton Industry in China.—It will doubtless of interest our home readers to see the progress of Cotton Spinning in this country, from the following particulars which have been obtained from reliable sources:—

Mills in Shanghai.	Spindles.	Pro- jected.	Run- ning.
The Ewo Cotton Spinning and Weaving Co., Ltd.	50,000	10,000	
The Laon Kung Mow Cotton Spinning and Weaving Co., Ltd.	25,000	9,240	
The International Cotton Manufacturing Co., Ltd.	40,000	24,800	
The Soy Chee Cotton Spinning Co., Ltd.	40,000	20,000	
The Hua Sheng Chong Cotton Cloth and Yarn Co.	65,000	63,000	
The Ta Sheng Chong Cotton Cloth and Yarn Co.	25,000	23,000	
The Chang Kee Cotton Mill	15,000	15,000	
The Chinese New Cotton Spinning Co.	15,000	15,000	
The Yu Zuen Cotton Mill	42,000	24,000	
Mills at Outports, etc.			
Tung Kau Yuen Mill, Ningpo	10,000	10,000	
Hupei Government Cotton Mill	30,000	30,000	
Wuchang Cotton Mill	50,000	20,000	
Soochow Cotton Mill	30,000		
Wunieh Cotton Mill	10,000	10,000	
Hangchow Cotton Mill	10,000		
Total in Central China	457,000	274,040	

Looms.—The Ha Sheng Cheong Co. have 750 looms, of which only 70 are being worked however; these were made by the Lowell Machine Shop, U.S.A. The Chinese New Cotton Weaving and Ginning Co., working with the Spinning Co. above mentioned, have 200 looms going; these are Lixey's, and the Hupei Mills has 1,000 of Platt's looms in operation.

The four foreign local Mills have been very much hampered by the delay and irregularity with which their machinery has been coming forward, and it naturally takes sometime to get hands sufficiently trained after it is erected, but it will not be long now before they are in full working order. It is reported that contracts for Cotton have been made recently by some of these Mills as high as Tls. 16.00 per picul.

Metals.—(From Messrs. Alex. Bielfeld & Co.'s Report) 11th June.—The market has been in the same dull state as before reported, and the difficulty with which the settlements were passed by has not assisted to revive the spirits of either buyers or sellers. The larger native dealers managed to meet their obligations, but several of the smaller fry had to close their doors, and this has seriously incommoded the market. The suspense caused by the impending tariff changes in the United States has but added to the difficulties of the importers, and the unsteady exchange that this causes has also had its bad effect on all parties.

JOINT STOCK SHARES.

HONGKONG, 16th June.—A quiet market with rates inclining to weakness are the chief features of a dull week.

BANKS.—Hongkong and Shanghai have continued quiet with small sales at 182½ and 183 per cent. prem. for cash, market closing steady. Latest London rate is £42. Nationals are still enquired for without leading to any business. Bank of China neglected with no business.

MARINE INSURANCES.—China Traders remain without business, with buyers at \$76 to \$77 and no sales. Unions have changed hands in small lots at \$225 and more could be placed at the rate. Cantons and Straits are neglected. North Chinas and Yangtszes have changed hands in the North at quotations.

FIRE INSURANCES.—The market has ruled dull, with no business and no change in rates. Both Hongkongs and Chinas are obtainable at \$355 and \$103 respectively.

SHIPPING.—Hongkong, Canton and Macao have been quiet with small sales at \$35½ and \$35½ cash and for the 30th delivery; shares have changed hands at equivalent rates for July and August. Indo-Chinas have steadied a little and have changed hands at \$47 and \$47½ cash, closing quiet at latter rate. The General Managers have published a telegram from London stating that no dividend will be paid, £1,400 brought forward, balance at credit of underwriting a/c £90,000 (an increase of £5,704, 3s. 10d.), and £3,900 placed to exchange reserve; the reports were despatched by last mail. China Manilas steady but without business. Douglasses ruled quiet and neglected during the week until a sale took place towards the end at \$65½, and more shares are obtainable at that rate; the weakness is attributable to quarantine regulations between Amoy and the Formosa ports. China Mutuals continue without business.

REFINERIES.—China Sugars have been negotiated at \$143, \$142, and \$141 for cash and at \$145 and \$144 for August, closing steady at \$141. Luzons have continued steady at \$50 with sales.

MINING.—Punjoms in the early part of the week further declined to \$6½ with sales; later, however, they recovered and sales were effected at \$7, \$7½, and \$7½, market closing at \$7½. Charbonnages have changed hands in small lots at \$100, but more are obtainable at that rate. New Balmorals have ruled very weak and declined very suddenly to \$2 for preference after small sales at \$2.60, \$2.50, and \$2.40; ordinaries were done at \$2.30, \$2.20, and \$1.90; at time of writing the market is a little firmer and buyers cannot be supplied except at an advance. Jebebus have been enquired for in a small way and have been negotiated at \$2.25 and \$2.50, closing at former rate. Raubs in the early part of the week fell without any apparent reason to \$28 with sales; a strong demand at that, however, soon put the rate up again and sales were effected at \$28½, \$29, \$29½ and \$30; a telegram from the mine states that 1,400 tons gives 2,800 oz. amalgam in the rough clean up for May, and, further, that another rich reef has been discovered at Bukit Jalil. Olivers have ruled quiet to weak with but small business at quotations.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue quiet and more or less neglected; with the exception of

small sales at 243 and 242 per cent. prem. there is nothing to report. Kowloon Wharves have ruled firm with sales at \$66, \$67, and \$68, closing with sellers at the last rate. Wanchais are still enquired for at \$43½ without leading to business and half a point higher would doubtless be paid for shares if any were obtainable.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue on offer at \$78 with but little or no business. Hotels have changed hands in fair lots at \$49 and \$48½ and close steady. West Points have improved to \$21½ with buyers after further sales at \$20 and \$21. Humphreys Estates have been negotiated in fair lots at \$8.75 and \$9, closing with sellers at the latter rate. Kowloon Lands have found buyers at quotation.

MISCELLANEOUS.—Green Islands have declined to \$37½ without sales. Watsons have changed hands at \$12½, Electrics at \$8, Ices at \$113, and Tramways at \$112. Cotton Mills are all weaker in Shanghai with the exception of Soy Chees, which have reached \$600.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$353.12½, sellers
Hongkong & S'hai...	\$125	182½ % prem.—
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5
Natl. Bank of China		
B. Shares	£8	\$23, buyers
Founders Shares..	£1	\$20
Bell's Asbestos E. A. ...	£1	\$9, sellers
Brown & Co., H. G. ...	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$4½
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$141, sales
Dakin, Cruick's & Co.	\$5	(in liquidation).
Dairy Farm Co.	\$5	\$6, sales
Fenwick & Co., Geo. ...	\$25	\$20, sellers
Green Island Cement...	\$10	\$37½, sellers
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$8, sales & sellers
H. H. L. Tramways ...	\$100	\$112, buyers
Hongkong Hotel	\$50	\$49, sales & sellers
Hongkong Ice	\$25	\$113, buyers
H. & K. Wharf & G. ...	\$50	\$68, sales & sellers
Hongkong Rope	\$50	\$174, sales & sellers
H. & W. Dock	\$125	242 p. ct. prem.—
Insurances—		[\$427½, sellers
Canton	\$50	\$182½, sellers
China Fire	\$20	\$103, sellers
China Traders'	\$25	\$77, buyers
Hongkong Fire	\$50	\$353, buyers
North-China	£25	Tls. 187½
Straits	\$20	\$19, sales & sellers
Union	\$25	\$225, sales & buyers
Yangtze	\$60	\$155, sellers
Land and Building—		
H. Land Investment.	\$50	\$78, sales & sellers
Humphreys Estate...	\$10	\$9, sales & sellers
Kowloon Land & B.	\$30	\$18½, sales
West Point Building	\$40	\$21½, buyers
Luzon Sugar	\$100	\$50, sales
Mining—		
Charbonnages	Fcs. 500	\$100, sales & sellers
Jebebu	\$5	\$2.25, buyers
New Balmoral	\$1	\$2, sales
Do. Preference ...	\$1	\$2.20, sales
Oliver's Mines, A. ...	\$5	\$21, sales
Do. B. ...	\$2½	\$8, sales
Punjom	\$4	\$7½, sellers
Do. Preference...	\$1	\$2.25, sellers
Raubs	13s. 10d.	\$30, sales
Steamship Coys.—		
China and Manila ...	\$50	\$65½, sales
China Mutual Ord...	£5	£2 10s.
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$65½, sales
H. Canton and M. ...	\$15	\$35½, sales
Indo-China S. N. ...	£10	\$47, sales
Wanchai Warehouse Co.	\$37½	\$44, buyers
Watson & Co., A. S. ...	\$10	\$12½, sales & buyers

J. Y. V. VERNON, Broker.

SHANGHAI, 4th June.—(From Messrs. J. P. Bisset & Co.'s Report).—A fair amount of business was done during the week, Cotton Mill shares being the stock which attracted most attention. Banks.—Hongkong and Shanghai Banking Corporation.—Early in the week there was nothing done in this stock, but on the 9th buyers came into the market, and shares were placed at 184 per cent premium. The demand continued yesterday and business was done at 184 and 186 per cent. premium. A purchase from Hongkong at 187 per cent. premium for the 31st July, is also reported. There are local cash sellers at 186 per cent premium. National Bank of

China shares changed hands at \$21½. Marine Insurance shares have been quite neglected. Offers of 17½ for Straits Insurance shares were declined. Fire Insurance.—Chinas have been purchased from Hongkong at \$103, costing about \$106 laid down here. Shipping.—Hongkong Canton and Macao Steamboat shares are wanted at \$35½. Indo-China S. N. shares changed hands at Tls. 35 cash, Tls. 36 and Tls. 35 for June, Tls. 34 and Tls. 34½ for July, Tls. 37½ for October and Tls. 40½ for December. China Mutual S. N. shares are wanted, both Preference and Ordinary. Sugar Companies.—Perak Sugar Cultivation shares were placed at Tls. 33, Tls. 35 and Tls. 38 cash, and Tls. 37½ for the 30th current. China Sugar Refining shares were purchased from Hongkong at \$144, for cash delivery, and \$145 for delivery there on the 31st August. Business was done locally at \$147½ cash, for 10th July at \$150, 31st July at \$153, and for the 31st August at \$155. Luzon Sugar Refining shares were sold to Hongkong at \$50, and are wanted. Mining.—Jebeu Mining & Trading shares were placed at \$22½, and Raub Australian Gold Mining shares were sold at \$30. Docks, Wharves and Godowns.—Boyd & Co. shares were placed at Tls. 207½. S. C. Farnham & Co. shares at Tls. 184/185 cash and Tls. 185/186 for June, Shanghai Engineering & Dock Ordinary shares at Tls. 107 and Founders' at Tls. 400, and Shanghai and Hongkew Wharf shares changed hands at Tls. 122½ for the 30th June. Land.—Shanghai Land Investment share are wanted at Tls. 90. Industrial.—In Cotton Mill shares, Ewo's at 116/117 for cash and Tls. 120 for the 31st July; Internationals at Tls. 122½ to Tls. 123½ cash, closing Tls. 123 to Tls. 123½ for the 30th current, Tls. 125 for the 31st July, and Tls. 127½ for the 31st August; Laou-kung-mow shares at Tls. 225 cash, Tls. 126 for the 30th June, and Tls. 130 for the 31st July; Soy-chee shares at Tls. 595 and Tls. 600 cash and Tls. 600 for the 31st July, and Shanghai Ice shares were placed at Tls. 130. Tugs & Cargo Boats.—The Directors of the Shanghai Tug Boat Co. have declared an interim dividend of Tls. 5 per share, payable on the 15th current. Miscellaneous.—Shanghai Waterworks shares were sold at Tls. 310. Shanghai-Sumatra Tobacco shares were placed at Tls. 110/111 cash, Tls. 111½ to Tls. 115 for June, closing at Tls. 112½. Tls. 115 for the 31st July, and Tls. 117½ to Tls. 120 for the 31st August. In Shanghai-Langkai Tobacco shares business was done at Tls. 550 and Tls. 560 cash closing at Tls. 550, Tls. 560 for the 30th June, and Tls. 610 for the 31st October. J. Llewellyn & Co. shares were sold at \$60 cash, Hall & Holtz shares at \$38 cash and \$39 for the 31st August, and Central Stores shares at \$13. Loans.—Shanghai Municipal Debentures of 1896 were placed at Tls. 101, and Shanghai Land Investment Company's Debentures of 1894 at Tls. 105, plus the interest which had accrued to date of sale in both cases. Quotations are:—Hongkong and Shanghai Banking Corporation.—\$357½. Bank of China, Japan, and The Straits, Limited, deferred shares.—£5. Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal. Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal. National Bank of China, Ltd.—\$21½. National Bank of China, Ltd., Founders.—\$100. Union Insurance Society of Canton, Ltd.—\$230. China Traders' Insurance Co., Ltd.—\$78. North China Insurance Co., Ltd.—Tls. 185.00. Yangtze Insee. Assocn., Ltd.—\$158. Canton Insurance Office, Ltd.—\$185. Straits Insurance Co., Ltd.—\$18. Hongkong Fire Insurance Co., Ltd.—\$350. China Fire Insurance Co., Ltd.—\$106. Hongkong, Canton and Macao Steamboat Co.—\$35½. Indo-China Steam N. Co., Ltd.—Tls. 35.00. Douglas Steamship Co., Ltd.—\$65. China-Mutual Steam Nav. Co. pref. shares.—Tls. 50.00. China-Mutual Steam Nav. Co. ord. shares.—Tls. 22.00. Perak Sugar Cultivation Co., Ltd.—Tls. 38.00. China Sugar Refining Co., Ltd.—\$148. Luzon Sugar Refining Co., Ltd.—\$50. Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2.00. Punjom Mining Co., Ltd.—\$8. Punjom Mining Co., Ltd., pref. shares.—\$1.85. Jebeu Mining & Trading Co., Ltd.—\$2.25. Raub Australian Gold Min. Co., Ltd.—\$30. Royd & Co., Ltd., Founders.—Nominal. Boyd & Co., Limited.—Tls. 207.50. S. C. Farnham & Co.—Tls. 185.00. Hongkong and Whampoa Dock Co., Ltd.—\$428.75. Shanghai & Hongkew Wharf Co.—Tls. 122.50.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$64. Shanghai Land Investment Co., Ltd. (fully paid)—Tls. 90.00. Hongkong Land Invest. & A. Co., Ltd.—\$77½. Kowloon Land & Building Co., Ltd.—\$16. Humphreys Estate and Finance Co., Ltd.—\$8½. Shanghai Gas Co.—Tls. 230.00. Major Brothers, Limited.—Tls. 42.50. Ewo Cotton Spinning & W. Co., Ltd.—Tls. 117.00. International Cotton Man. Co., Ltd.—Tls. 123.00. Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 125.00. Soy Chee Cotton Spinning Co., Ltd.—Tls. 600.00. Shanghai Ice Company.—Tls. 130.00. Shanghai Tugboat Co., Ltd.—Tls. 216.00. Taku Tug & Lighter Co., Ltd.—Tls. 103.00. Shanghai Cargo Boat Co.—Tls. 138.00. Co-operative Cargo Boat Co.—Tls. 175.00. Shanghai Waterworks Co., Ltd.—Tls. 310.00. Shanghai Sumatra Tobacco Co.—Tls. 111.00. Shanghai Langkat Tobacco Co., Ltd.—Tls. 560.00. Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00. J. Llewellyn & Co., Limited.—\$60.00. Hall & Holtz, Ltd.—\$38.00. A. S. Watson Co., Limited.—\$12.25. Bell's Asbestos Eastern Agency, Ltd.—\$9.00. Hongkong Electric Co., Ltd.—\$8.00.

TONNAGE.

HONGKONG, 16th June.—Since our last report there has been only a limited demand for tonnage coastwise and rates generally remain about as previously quoted.

From Saigon to Hongkong, 13 cents per picul is offered, but there is only a slight demand. To Singapore 18 cents and to Java 28 to 29 cents per picul.

From Newchwang to Canton, a small steamer has been taken at 26 cents per picul, but there is no further enquiry.

Coal freights from Japan to Hongkong have further declined to \$1.45 per ton, at which there is scarcely any demand. To Singapore, there is an enquiry at \$2.75.

Sailing tonnage remains quite neglected. The German ship *Etha Rickmers*, 1,754 tons, proceeds to Bangkok to load for Europe, and the British barque *Rose*, 793 tons, to Puget Sound to load for Australia, both under orders from owners.

There are four vessels disengaged in port, registering 7,346 tons.

The following are the settlements:—

Newchwang—British steamer, 1,063 tons, Saigon to Singapore, 20 cents, option 1 port North Coast Java, 30 cents per picul.

Amara—British steamer, 1,566 tons, Saigon to Singapore (part capacity), 20 cents per picul; thence Saigon to 1 port Java, 23½ cents per picul.

Fulkenberg—German steamer, 1,175 tons, Saigon to Singapore, 18 cents, option Saigon to 1 port Java, 30 cents per picul.

Jacob Christiansen—Norwegian steamer, 1,088 tons, Saigon to Batavia, 27½ cents per picul.

Tailee—German steamer, 939 tons, Saigon to Kobe, 24 cents per picul.

Germania—German steamer, 1,775 tons, Hongkong to Kobe, 17 cents per picul; thence 1 port Java to Singapore \$2, 1/2 ports \$3 per ton.

Triton—German steamer, 1,340 tons, Moji to Hongkong, \$1.47 per ton.

Svatow—German steamer, 724 tons, Moji to Hongkong, \$1.45, Canton \$1.90 per ton.

Marie Jensen—German steamer, 1,850 tons, Karatsu to Hongkong, \$1.70 per ton.

Ingraban—German steamer, 894 tons, Saigon to Hongkong, 12 cents per picul.

Tartarus—German steamer, 1,578 tons, Saigon to Hongkong, 13 cents per picul.

China—German steamer, 1,093 tons, Saigon to Hongkong, 13 cents per picul.

Hermes—Norwegian steamer, 370 tons, Iloilo to Yokohama, 30 cents per picul.

Sabine Rickmers—German steamer, 697 tons, Newchwang to Amoy, 24½ cents per picul.

Cosmopolit—German steamer, 671 tons, Newchwang to Canton, 26 cents per picul.

Triton—German steamer, 1,340 tons, monthly, 3/3 months, \$4,750 per month.

CLOSING QUOTATIONS.

WEDNESDAY, 16th June.

EXCHANGE.

ON LONDON.—

Telegraphic Transfer 1/11½
Bank Bills, on demand 1/11½
Bank Bills, at 30 days' sight 1/11½
Bank Bills, at 4 months' sight 1/11½
Credits, at 4 months' sight 2/0½
Documentary Bills, 4 months' sight 2/0½

ON PARIS.—

Bank Bills, on demand 2.49
Credits, at 4 months' sight 2.53

ON GERMANY.—

On demand 2.02

ON NEW YORK.—

Bank Bills, on demand 48½
Credits, 60 days' sight 49½

ON BOMBAY.—

Telegraphic Transfer 163
Bank, on demand 164

ON CALCUTTA.—

Telegraphic Transfer 163
Bank, on demand 164

ON SHANGHAI.—

Bank, at sight 73½
Private, 30 days' sight 74½

ON YOKOHAMA.—

On demand par.

ON MANILA.—

On demand 1 % pm.

ON SINGAPORE.—

On demand par.

SOVEREIGNS Bank's Buying Rate 9.94

GOLD LEAF, 100 fine, per tael 50.75

VESSELS ON THE BERTH.

For LONDON.—*Ulysses* (str.), *Teenkai* (str.), *Borneo* (str.), *Formosa* (str.), *Benedi*.
For BREMEN.—*Preussen* (str.).
For VICTORIA.—*Victoria* (str.).
For VANCOUVER.—*Empress of India* (str.).
For SAN FRANCISCO.—*China* (str.).
For MARSEILLES.—*Natal* (str.).
For NEW YORK.—*Sikh* (str.), *Clan Mackenzie*.
For AUSTRALIA.—*Taiyuan* (str.).
For TACOMA.—*Olympia* (str.).
For SOUTH AFRICA.—*Pongola* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

ARRIVALS.

June—
9, Amara, British str., from Canton.
9, Fushun, Chinese str., from Shanghai.
9, Sunda, British str., from Yokohama.
9, C. H. Kian, British str., from Singapore.
9, Pakhoi, British str., from Wuhu.
9, Peiyang, German str., from Wuhu.
9, San Joaquin, Spanish str., from Manila.
10, Activ, Danish str., from Tamsui.
10, Loongmoon, German str., from Canton.
10, Choysang, British str., from Shanghai.
10, Canton, British str., from London.
10, Chowtai, British str., from Bangkok.
10, Frejr, Danish str., from Pakhoi.
10, M. Bacquehem, Aust. str., from Trieste.
10, Formosa, British str., from Tamsui.
10, Haitan, British str., from Foochow.
10, Hanqi, French str., from Haiphong.
11, Ravenna, British str., from Shanghai.
11, Oceana, German str., from Foochow.
11, Orestes, British str., from Liverpool.
11, Germania, German str., from Canton.
11, Mathilde, German str., from Haiphong.
11, Triumph, German str., from Pakhoi.
11, Holstein, German str., from Amoy.
11, Hailan, French str., from Pakhoi.
11, Clan Mackenzie, British ship, from S'hai.
11, Taicheong, German str., from Deli.
11, Meefoo, Chinese str., from Canton.
12, Loyal, German str., from Canton.
12, Wosang, British str., from Canton.
12, Foochow, British str., from Shanghai.
12, Independent, German str., from Samarang.
12, Chiyuen, Chinese str., from Shanghai.
12, Daphne, German str., from Nagasaki.
12, Machew, British str., from Mororan.
12, Taksang, British str., from Newchwang.
13, Bombay, British str., from Moji.
13, Canton, British str., from Wuhu.
13, Chowfa, British str., from Koh-si-chang.
13, Dante, German str., from Saigon.
13, Hailoong, British str., from Tamsui.
13, Fushun, Chinese str., from Canton.
14, Peiyang, German str., from Canton.
14, Ynensang, British str., from Manila.
14, Chihli, British str., from Chinkiang.
14, Ask, Danish str., from Haiphong.

14, Benlawers, British str., from London.
 14, Verona, British str., from Yokohama.
 14, Saint Ronald, British str., from London.
 14, Oscarshel, Norw. str., from Port Wallut.
 15, Krim, Norw. str., from Canton.
 15, Choysang, British str., from Canton.
 15, Foochow, British str., from Canton.
 15, Zafiro, British str., from Manila.
 15, Lyceemoo, German str., from Shanghai.
 15, Pakhoi, British str., from Canton.
 15, China, British str., from San Francisco.
 15, Arratoon Apear, Brit. str., from Calcutta.
 15, Kaiser-i-Hind, British str., from Shanghai.
 15, Namoa, British str., from Coast Ports.
 15, Clara, German str., from Haiphong.
 15, Deuterios, German str., from Saigon.
 15, Ariake Maru, Jap. str., from Japan.
 15, Wingsang, British str., from Shanghai.
 15, Falkenburg, German str., from Swatow.
 15, Hyson, British str., from Japan.
 15, Tooras, British str., from Singapore.
 16, Phranang, British str., from Bangkok.
 16, Tainan, British str., from Sydney.
 16, Frey, Norwegian str., from New York.
 16, Hongkong, French str., from Haiphong.
 16, Cosmopolit, German str., from N'ohwang.
 16, Framnes, Norwegian str., from Moji.
 16, Della, German str., from Hamburg.
 16, Glenfalloch, British str., from Singapore.

JUNE—DEPARTURES.

9, Meefoo, Chinese str., for Canton.
 9, Clara, German str., for Haiphong.
 9, Nanchang, British str., for Saigon.
 9, Amy Turner, Amr. ship, for Singapore.
 9, City of Peking, Amr. str., for S. Francisco.
 9, Daphne, British cruiser, for Shanghai.
 9, Emgress of China, Brit. str., for V'couver.
 9, Hongkong, French str., for Haiphong.
 9, Sydney, French str., for Europe.
 9, Hygdo, Norwegian str., for Nagasaki.
 9, Esmeralda, British str., for Manila.
 9, Fushun, Chinese str., for Canton.
 9, Kanagawa Maru, Jap. str., for Singapore.
 9, Pakshan, British str., for Saigon.
 9, Poseidon, Austrian str., for Trieste.
 9, Taisang, British str., for Swatow.
 9, Thales, British str., for Swatow.
 10, Chunsang, British str., for Singapore.
 10, Pakhoi, British str., for Canton.
 10, Algerine, British sloop, for Shanghai.
 10, Activ, Danish str., for Hongay.
 10, Amara, British str., for Saigon.
 10, Kong Beng, British str., for Bangkok.
 10, Peiyang, German str., for Canton.
 11, Choysang, British str., for Canton.
 11, Matsumama Maru, Jap. str., for Amoy, &c.
 11, Cheang Hock Kian, Brit. str., for Amoy.
 11, Asloun, British str., for Kobe.
 11, Canton, British str., for Shanghai.
 11, Glengarry, British str., for Shanghai.
 11, Guthrie, British str., for Foochow.
 11, Loongmoon, German str., for Shanghai.
 12, Marquis Bacquehem, Aust. str., for Kobe.
 12, Formosa, British str., for Amoy.
 12, Hydaspes, British str., for Bombay.
 12, Krim, Norw. str., for Canton.
 12, Meefoo, Chinese str., for Swatow.
 12, Orestes, British str., for Shanghai.
 12, Ravenna, British str., for Shanghai.
 12, Sunda, British str., for London.
 12, Taicheong, German str., for Amoy.
 12, Tetartos, German str., for Saigon.
 13, D. Rickmers, Ger. str., for Bangkok.
 13, Foochow, British str., for Canton.
 13, Hadlan, French str., for Pakhoi.
 13, Haitan, British str., for Swatow.
 13, Hanoi, French str., for Haiphong.
 13, Holstein, German str., for Nagasaki.
 13, Mathilde, German str., for Haiphong.
 13, Oceana, German str., for Hamburg.
 13, Triumph, German str., for Hoihow.
 13, Wosang, British str., for Shanghai.
 14, Chihli, British str., for Canton.
 14, Canton, British str., for Canton.
 14, Chiyuen, Chinese str., for Canton.
 15, Taksang, British str., for Canton.
 15, Wally, German str., for Hamburg.
 15, Archer, British cruiser, for Foochow.
 15, Bombay, British str., for Bombay.
 15, Fushun, Chinese str., for Shanghai.
 15, Germania, German str., for Kobe.
 15, Hailoong, British str., for Swatow.
 15, Pakhoi, British str., for Shanghai.
 15, Peiyang, German str., for Yokohama.
 15, Sishan, British str., for Swatow.
 15, Suisang, British str., for Calcutta.
 15, Lyceemoo, German str., for Canton.

16, Wingsang, British str., for Canton.
 16, Krim, Norwegian str., for Hongay.
 16, Onsang, British str., for Yokohama.
 16, Frejr, Danish str., for Hoihow.
 16, Ask, Danish str., for Haiphong.
 16, Choysang, British str., for Amoy.
 16, St. Ronald, British str., for Nagasaki.
 16, Falkenburg, German str., for Saigon.

PASSENGER LIST.

ARRIVED.

Per *Oceanien*, str., from Marseilles.—Messrs. M. Black, Blanchard, Rué, Imbault Huart, Iunghenn, Naftali, Reyhaleh, de Neufville, Hulberk, Revds. Peres Soares, de Rosario Kern and 130 Chinese.

Per *Suisang*, str., from Calcutta, &c.—Mr. and Mrs. Parker.

Per *Sydney*, str., for Hongkong from Kobe.—Messrs. Juan Lelles, Geners Deynoot, Van Olden, and de Brook. From Shanghai—Mr. and Mrs. Jules Raymond, Messrs. Low, Barnes, Brown, Kebetor, Mr. and Mrs. Stoddart. For Saigon from Yokohama—Mr. Chaine. For Singapore from Yokohama—Messrs. W. Winnings and Joseph. From Shanghai—Messrs. Carsten, Tokowa, and Gillard. For Batavia from Kobe—Mr. Mikkers. For Colombo from Yokohama—Major Boothby, Mr. Toke. For Port Said from Yokohama—Mr. and Mrs. de Lonon and baby. For Marseilles from Yokohama—Messrs. Yobe, Okada, Chantre, Forest, Mackenzie, Miss Grioznova, Messrs. Thomson and Le Heno.

Per *Sunda*, str., from Yokohama for Hongkong—Messrs. P. O. Leonard and C. P. O. Holland. For London—Mr. E. W. Rutter. From Shanghai for Hongkong—Mr. Blabon. For London—Mrs. Hughes and two children, Mrs. Fergusson, Miss Fergusson, Mr. Fergusson, Miss Gilmour, Messrs. Rhodes and Probat.

Per *Canton*, str., from London for Hongkong.—Surg. Capt. Whitty. For Singapore.—Rev. C. H. Salisbury.

Per *Choysang*, str., from Shanghai, &c.—Mr. and Mrs. Ferguson and child, Sister Philomina.

Per *Hanoi*, str., from Haiphong, &c.—Messrs. Tuddel and Kebul.

Per *Formosa*, str., from Tamsui, &c.—Mrs. Messer, Messrs. J. H. Lewis and Geo. Munro.

Per *Haitan*, str., from Foochow, &c.—Messrs. R. P. Malcampo, Kau Hong Take, Wong, and 2 Masters Wong, Mrs. Khoo Foo Ghoe and child, and Miss M. C. Craig.

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